



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Communications (January 17, 1991 through January 29, 1991)

MEETING DATE: February 6, 1991

PREPARED BY: City Clerk

RECOMMENDED ACTION:

AGENDA ITEM

RECOMMENDATION

J 3d

Discussion and appropriate action.

BACKGROUND INFORMATION:

The following communication was received between the dates of January 17, 1991 and January 29, 1991.

J 3d

From, Michael J. Barkley, 161 North Sheridan Avenue #1, Manteca, CA, requesting that the City Council adopt a resolution supporting the establishment by the Federal Communications Commission of a Citizens' Band Radio Traffic Advisory Channel as a means to improve traffic control systems during foggy weather.

Mr. Barkley plans to attend the February 6, 1991 City Council meeting to address the City Council regarding his request and to respond to any questions the City Council may have regarding the matter. Additional information regarding this request is on file in the City Clerk's office.

FUNDING: None required.

Alice M. Reimche
Alice M. Reimche
City Clerk

AMR/jmp

APPROVED: _____

THOMAS A. PETERSON
City Manager



RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LODI SUPPORTING
THE ESTABLISHMENT BY THE FEDERAL COMMUNICATIONS COMMISSION OF A
CITIZENS' BAND RADIO TRAFFIC ADVISORY CHANNEL

WHEREAS during conditions of impaired visibility such as HEAVY FOG or blowing dust, in addition to excessive speed, absence of adequate information about the roadway ahead is a cause of regular, predictable massive vehicle pileups with great injury and loss of life; and

WHEREAS residents of Lodi are at great risk from such massive multiple-vehicle pileups in the fog on freeways in the Central Valley; and

WHEREAS Citizens' Band Radio holds the possibility for reducing that toll by delivering timely information about roadway conditions; and

WHEREAS lack of information about roadway conditions ahead in general contributes to much congestion, waste of time, excess consumption of fuel, and air pollution which could be avoided if drivers knew to take alternate routes; and

WHEREAS the existing chaotic, conflicting usage of all Citizens' Band channels other than Emergency Channel 9 prevents an organized effort to exchange such roadway condition information; and

WHEREAS Emergency Channel 9 usage is limited to emergency information, excluding information that might prevent such emergencies in the first place;

NOW, THEREFORE, BE IT RESOLVED that the City of Lodi supports the Petition received September 11, 1990 by the Federal Communications Commission petitioning the Commission to designate one of the existing Citizens' Band Radio channels as a "Traffic Advisory" channel with usage limited to warnings, advice, comments, questions, and answers about roadway conditions, and with enforcement provisions similar to those of the Channel 9 Emergency Channel but less restrictive.

DATED:

ROLL CALL:

AYES:

NOES:

ABSENT:

ATTEST:

CITY CLERK

MAYOR

Michael J. Barkley
161 N. Sheridan Ave. #1
Manteca, CA 95336

209/823-4817

January 2, 1991

Letters to the Editor
The Tribune
P. O. Box 867
Salt Lake City, UT 84110

Dear Mr. Fehr:

This morning there was a horrendous multi-vehicle pileup in the fog on Interstate 215 near Salt Lake City. I live in California's Central Valley where such pileups are common because of the ground fog that can linger here for months during the winter. In each of the past two years I was in the middle of a large multi-vehicle pileup in which a Manteca resident was killed less than a hundred yards behind me.

This has gone on long enough!

I have organized a group of Central Valley residents to lobby for improved traffic control systems in the fog. Tired of the resistance and delays by the California transportation bureaucracy, I have filed a petition with the Federal Communications Commission asking them to designate a "Citizens' Band Radio Traffic Advisory Channel with usage limited to warnings, advice, comments, questions and answers about roadway conditions, and with enforcement similar to those of the Channel 9 Emergency Channel but less restrictive." The goal is to help us as drivers to trade information among ourselves on the dangers ahead (without the usual CB chit-chat) until the various governments install the systems that are available now to cut down on these pileups. The 3/4" thick petition is presently pigeonholed in an obscure FCC back office. To make sure the FCC understands that there is public interest in this petition, we are circulating supplementary petitions and sending in those signatures.

Local teams of REACT (the group that monitors Channel 9 and does other public-service work) have joined the effort and are collecting signatures with us.

If you would like copies of these short-form petitions to sign or circulate in your area, please call me at 209/823-4817 or write me at 161 N. Sheridan Ave. #1, Manteca, CA 95336 and I will send you some.

Thank you.

Sincerely,

Michael J. Barkley

-----cut out, give to your friends, circulate, collect signatures, mail it in-----

PETITION (Addendum to Petition for Rulemaking, Docket # _____)

To: The Honorable Commissioners of the Federal Communications Commission
1919 M Street N.W.
Washington, D.C. 20554

Date: _____

WE THE UNDERSIGNED hereby find:

—that during conditions of impaired visibility such as **HEAVY FOG** or blowing dust, in addition to excessive speed, absence of adequate information about the roadway ahead is a cause of regular, predictable massive vehicle pileups with great injury and loss of life,

—that Citizens Band Radio holds the possibility for reducing that toll by delivering timely information about roadway conditions,

—that lack of information about roadway conditions ahead in general contributes to much congestion, waste of time, excess consumption of fuel, and air pollution which could be avoided if drivers knew to take alternate routes,

—that the existing chaotic, conflicting usage of all CB channels other than Emergency Channel 9 prevents an organized effort to exchange such roadway condition information,

—that Emergency Channel 9 usage is limited to emergency information, excluding information that might prevent such emergencies in the first place,

THEREFORE, we the undersigned hereby support the Petition received September 11, 1990, FCC Docket # _____, petitioning the FCC to designate one of the existing Citizens' Band Radio channels as a "Traffic Advisory" channel with usage limited to warnings, advice, comments, questions, and answers about roadway conditions, and with enforcement provisions similar to those of the Channel 9 Emergency Channel but less restrictive.

1) name (signed):	street/P.O. box:
name (printed):	city/state/zip:
2) name (signed):	street/P.O. box:
name (printed):	city/state/zip:
3) name (signed):	street/P.O. box:
name (printed):	city/state/zip:

Info: Mike Barkley, 161 N. Sheridan Ave. #1, Manteca, CA 95336 209/823-4817
[Submit with 1 extra copy to FCC at address at top. Comments welcome.]

-----cut out, cop. Give to your friends, circulate, collect signatures, mail it in-----

PETITION (Addendum to Petition for Rulemaking, Docket # _____)

4) name (signed):	street/P.O. box:
name (printed):	city/state/zip:
5) name (signed):	street/P.O. box:
name (printed):	city/state/zip:
6) name (signed):	street/P.O. box:
name (printed):	city/state/zip:
7) name (signed):	street/P.O. box:
name (printed):	city/state/zip:
8) name (signed):	street/P.O. box:
name (printed):	city/state/zip:
9) name (signed):	street/P.O. box:
name (printed):	city/state/zip:

Info: Mike Barkley, 161 N. Sheridan Ave. #1, Manteca, CA 95336 209/823-4817
[Submit with 1 extra copy to FCC at address at top. Comments welcome.]

RESOLUTION NO. R1990-350

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF MANTECA SUPPORTING THE ESTABLISHMENT BY THE
FEDERAL COMMUNICATIONS COMMISSION OF A CITIZENS'
BAND RADIO TRAFFIC ADVISORY CHANNEL

WHEREAS, during conditions of impaired visibility such as heavy fog or blowing dust, in addition to excessive speed, absence of adequate information about the roadway ahead is a cause of regular, predictable massive vehicle pileups with great injury and loss of life; and

WHEREAS, in each of the past two years, a citizen of Manteca has died in such massive multiple-vehicle pileups in the fog on freeways in the vicinity of Manteca; and

WHEREAS, Citizens' Band Radio holds the possibility for reducing that toll by delivering timely information about roadway conditions; and

WHEREAS, lack of information about roadway conditions ahead in general contributed to much congestion, waste of time, excess consumption of fuel, and air pollution which could be avoided if drivers knew to take alternate routes; and

WHEREAS, the existing chaotic, conflicting usage of all Citizens' Band channels other than Emergency Channel 9 prevents an organized effort to exchange such roadway condition information; and

WHEREAS, Emergency Channel 9 usage is limited to emergency information, excluding information that might prevent such emergencies in the first place;

NOW, THEREFORE, BE IT RESOLVED that the City of Manteca supports the Petition received September 11, 1990, by the Federal Communications Commission petitioning the Commission to designate one of the existing Citizens' Band Radio channels as a "Traffic Advisory" channel with usage limited to warnings, advice, comments, questions, and answers about

RESOLUTION NO. R-090-350
PAGE 2

roadway conditions, and with enforcement provisions similar to those of the Channel 9 Emergency Channel but less restrictive.

DATED: November 19, 1990

ROLL CALL:

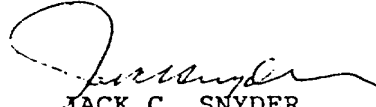
AYES: Councilmen Balsinger, Flores, Mezzetti,
Perry and Snyder

NOES: None

ABSENT: None

ATTEST:


JOANN TILTON
CITY CLERK


JACK C. SNYDER
MAYOR

-----cut out, give to your friends, circulate, collect signatures, mail it in-----

PETITION (Addendum to Petition for Rulemaking, Docket # _____)

To: The Honorable Commissioners of the Federal Communications Commission
1919 M Street N.W.
Washington, D.C. 20554

Date: _____

WE THE UNDERSIGNED hereby find:

-that during conditions of impaired visibility such as **HEAVY FOG** or blowing dust, in addition to excessive speed, absence of adequate information about the roadway ahead is a cause of regular, predictable massive vehicle pileups with great injury and loss of life,

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-that lack of information about roadway conditions ahead in general contributes to much congestion, waste of time, excess consumption of fuel, and air pollution which could be avoided if drivers knew to take alternate routes,

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THEREFORE, we the undersigned hereby support the Petition received September 11, 1990, FCC Docket # _____, petitioning the FCC to designate one of the existing Citizens' Band Radio channels as a "Traffic Advisory" channel with usage limited to warnings, advice, comments, questions, and answers about roadway conditions, and with enforcement provisions similar to those of the Channel 9 Emergency Channel but less restrictive.

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Info: Mike Barkley, 161 N. Sheridan Ave. #1, Manteca, CA 95336 209/823-4817
[Submit with 1 extra copy to FCC at address at top. Comments welcome.]

CB radio alerted him of trouble on interstate

The Associated Press

CALHOUN — Bill Johnson left home for another day of work at McKinnon Bridge Co. of Franklin, Tenn. By 10 o'clock, however, both his day and his status had changed considerably.

Johnson survived Tuesday's deadly chain-reaction accident that killed 15.

-
- At least 15 dead, 46 hurt in I-75 pileup, **1A**
 - Rescue efforts hit or miss in smoke, haze, **1A**
-

He also talked two people out of a truck where they could have sent the death toll — the worst since Tennessee began keeping records 20 years ago — still higher.

Johnson, 45, of Kingsport, Tenn., was headed south on Interstate 75 near Calhoun about 9:30 a.m. when his citizen's band radio started crackling that there was trouble ahead on the fog-shrouded highway.

"Everybody was hollering on the CB's, 'Set it down,'" said Johnson. "I stopped because I could see the tail lights of the truck ahead. But when I stopped, another one hit me in the back."

0

1 Michael J. Barkley
161 N. Sheridan Ave. #1
2 Manteca, CA 95336
209/823-4817
3
4

5 BEFORE THE
6 FEDERAL COMMUNICATIONS COMMISSION
7 WASHINGTON, D.C. 20554

8 In re:)
9)
10 Petition of Michael J. Barkley) No: _____
for Rulemaking)
11)
12)

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1 Michael J. Barkley
161 N. Sheridan Ave. #1
2 Manteca, CA 95336
209/823-4817
3
4

5 BEFORE THE
6 FEDERAL COMMUNICATIONS COMMISSION
7 WASHINGTON, D.C. 20554

8 In re:)
9)
10 Petition of Michael J. Barkley) No: _____
for Rulemaking)
11)
12)

13 To: The Commission

14 I. PETITION FOR RULEMAKING

15 1. Pursuant to 47 cfr Section 1.401, Michael J. Barkley
16 hereby petitions the Federal Communications Commission for
17 amendment of Section 95.407 of the Commission's rules to establish
18 a Citizens' Band Radio "Traffic Advisory" Channel; and petitioner
19 respectfully represents as follow:

20 II. PROPOSED AMENDMENT

21 2. Petitioner requests the following revision in Section
22 95.407 of the rules, 47 cfr Section 95.407, with respect to usage
23 of one Citizens' Band Radio Channel, a new subdivision (h):

24 "(h) Channel 17 may be used only for the posting or
25 exchange of traffic advisory information."

26 or such other Channel as the Commission chooses.

27 3. Petitioner also requests that the Commission adopt as
28 an explanatory note in a fashion similar to the Commission's

1 "Appendix" to the Commission's "Report and Order" establishing
2 Channel 9 as the "Emergency Channel" at 22 FCC 2d 635, a
3 definition of "traffic advisory" as including usage limited to
4 warnings, advice, comments, questions, and answers about roadway
5 conditions.

6 4. Petitioner also requests that the Commission promptly
7 draft and adopt a preliminary non-binding resolution urging the
8 Nation's pool of Citizens' Band Radio Users that they try using
9 Channel 17 (or such other Channel as the Commission chooses) on a
10 voluntary basis for "traffic advisory information" only, until
11 such time as the Commission can explore the issues presented
12 herein.

13 III. ARGUMENTS IN SUPPORT OF REQUESTED ACTION

14 5. During conditions of impaired visibility such as heavy
15 fog or blowing dust, in addition to excessive speed, absence of
16 adequate information about the roadway ahead is a cause of
17 regular, predictable massive vehicle pileups with great injury and
18 loss of life,

19 6. Citizens' Band Radio holds the possibility for reducing
20 that toll by delivering timely information about roadway
21 conditions,

22 7. Lack of information about roadway conditions ahead in
23 general contributes to much congestion, waste of time, excess
24 consumption of fuel, and air pollution which could be avoided if
25 drivers knew to take alternate routes,

26 8. The existing chaotic, conflicting usage of all
27 Citizens' Band Radio channels other than "Emergency Channel 9"
28 interferes with any organized effort to use a CB Radio to exchange

1 such roadway condition information,

2 9. "Emergency Channel 9" usage is limited to emergency
3 information, excluding information that might prevent such
4 emergencies in the first place, and as a consequence is usually
5 "dead air" and thus not monitored by motorists who could be warned
6 of actual emergencies had they had reason to monitor it.

7 10. Designation of a "traffic advisory" Citizens' Band
8 Radio Channel would be the fastest and cheapest way to improve
9 traffic safety in the fog as well as traffic flow during congested
10 conditions, and, in fact would generate substantial net state and
11 local sales tax revenue as opposed to alternate systems which cost
12 state and local tax dollars.

13 IV. INTERESTS OF PETITIONER

14 11. On December 14, 1988 petitioner was driving to work
15 westbound on California State Route 120 (a limited access,
16 high-speed highway) at 30 miles per hour during conditions of
17 heavy fog. As a flatbed truck loomed in front of him and he
18 realized it was stopped, petitioner barely had time to merge into
19 the passing lane and move past it. Traffic was stopped in that
20 passing lane another 20 vehicles ahead. Shortly thereafter a
21 furniture van slammed into the flatbed truck and the four or five
22 vehicles in front of it, killing the driver of that flatbed truck,
23 Robert E. Travers, a resident of Manteca. Altogether, 30 more
24 than vehicles were involved, with one fatality, and 24 people
25 taken to various hospitals.

26 12. On December 18, 1989 petitioner was driving to work
27 westbound on California State Route 120 at 30 miles per hour
28 during conditions of heavy fog. At the point where SR 120 merges

1 with Interstate 5, petitioner and the two vehicles following him
2 barely had time to stop behind stopped traffic. Moments later a
3 car slammed into the car two cars behind petitioner, climbed over
4 that car, and burst into flame. Then vehicles on I-5 began to
5 slam into stopped traffic next to petitioner's car. Petitioner
6 personally saw a half dozen collisions and heard a half dozen
7 more. As with the incident the year before, less than a hundred
8 yards behind petitioner up on I-5 a Manteca resident, John Henry
9 Degler, was killed, his vehicle driven under or shoved under the
10 trailer of a jack-knifed truck, crushed, and completely burned.
11 Altogether, 60 to 80 vehicles were involved, with one fatality,
12 and 29 to the hospital.

13 13. In both of these incidents, California Highway Patrol
14 was aware of the hazardous conditions for many hours before the
15 actual conditions, and of the initial collisions for many minutes
16 before the collisions petitioner witnessed, but CHP had no way to
17 warn the motoring public about either what the maximum safe speed
18 was at that moment or to warn the motoring public that lanes were
19 obstructed ahead.

20 14. Petitioner fears for his life and the lives of his
21 neighbors if conditions are permitted to continue where the
22 motoring public is not advised in every possible way of these
23 dangers. Petitioner no longer believes the current fog
24 accident-prevention measures are effective.

25 15. Over the past seven months petitioner has collected
26 newspaper clipping regarding numerous other multiple-vehicle
27 collisions at times of impaired visibility, and attaches portions
28 of the collections as Exhibit A. Exhibits A-1 and A-2 refer to

1 the accidents on December 14, 1988. Exhibits A-3 and A-4 refer to
2 the ones on December 18, 1989. Similar accidents in Selma,
3 California, on January 39, 1990 went on for an hour and a half,
4 Exhibit A-5. One for which no clippings are included occurred
5 just south of Manteca, on December 1, 1986 involved 136 vehicles,
6 and stretched over 8 miles although there were no fatalities.

7 16. Petitioner has written letters to the editor of
8 numerous newspapers in the Central Valley fog belt to share
9 various ideas on traffic control systems to improve fog traffic
10 safety, and worked to collect a group of a dozen or so people who
11 are interested in solving this problem. Examples of the letters
12 are attached as Exhibit B, along with a pair of editorials and
13 letters from other concerned citizens.

14 17. Petitioner has engaged in a written correspondence
15 with members of the government of the State of California to
16 attempt to raise the state's consciousness on the need to reduce
17 this annual slaughter. Although not much has been accomplished
18 with the State, the latest letter from California Assemblyman
19 Patrick Johnston (who represents petitioner's district) is
20 encouraging, Exhibit C-14. Of note is the pair of California
21 Senate Resolutions at Exhibit C-11 pages 2 and 3, which are 25 to
22 27 years old: during the intervening years the state has come up
23 with a system of three sets of plastic markers, a system of
24 convoying vehicles through fog which isn't being done any more
25 because of budget cuts, and NOTHING else.

26 18. Despairing of a timely response from the state,
27 petitioner posted an early draft of this petition to the "usenet"
28 computer network, targeting groups interested in transportation,

1 driving, emergency services, ham radio, and shortwave radio.
2 Support for the proposal to designate a traffic advisory channel
3 was high, although some posters had problems with it. The entire
4 52-page debate, uncensored and candid, is attached hereto as
5 Exhibit D in support of this petition.

6 19. Petitioner believes this is an opportunity to divert
7 radio channel capacity that is largely wasted to a use that will
8 help the same people who are presently underutilizing it. They
9 would not lose it, they would get it back, better, disciplined,
10 useful. Petitioner believes that this channel designation will
11 help save lives and reduce injury and property loss, including
12 petitioner's own, and therefore prays that the Commission will
13 docket this petition, consider its merits, collect such public
14 input as the Commission deems necessary, and adopt the rule
15 change.

16 V. DRAFT NOTICE OF PROPOSED RULE MAKING

17 20. Petitioner respectfully submits herewith the Draft
18 Notice of Proposed Rulemaking attached hereto as Exhibit E.

19 WHEREFORE, petitioner respectfully requests that the
20 Commission institutes a rulemaking proceeding in accordance with
21 law and under the provisions of 47 cfr Sections 1.401 et seq., and
22 to thereupon amend its rules pursuant to the above proposal.

23 Dated August 23, 1990

24 Signature: Michael J. Barkley

25 Name: Michael J. Barkley

26 Address: 161 N. Sheridan Ave. #1

27 Manteca CA 95336

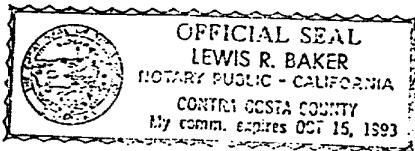
28

VI. VERIFICATION

Michael J. Barkley, being first duly sworn, on oath, deposes and says: that he is the petitioner in the foregoing matter; that he has read the within and foregoing petition and knows the contents thereof, and that the matters and things therein stated are true and of his own knowledge save and except those matters therein stated on information and belief, and as to those he believes them to be true; that to the best of his knowledge and belief there is good ground to support the within petition; and that the within petition is not interposed for the purpose of delay.

Signature: Michael J. Barkley

Subscribed and sworn to before me at _____,
California, this 23rd day of August, 1990.



Signature: Lewis R. Baker

Notary Public in and for the County
of Contra Costa, State
of California.



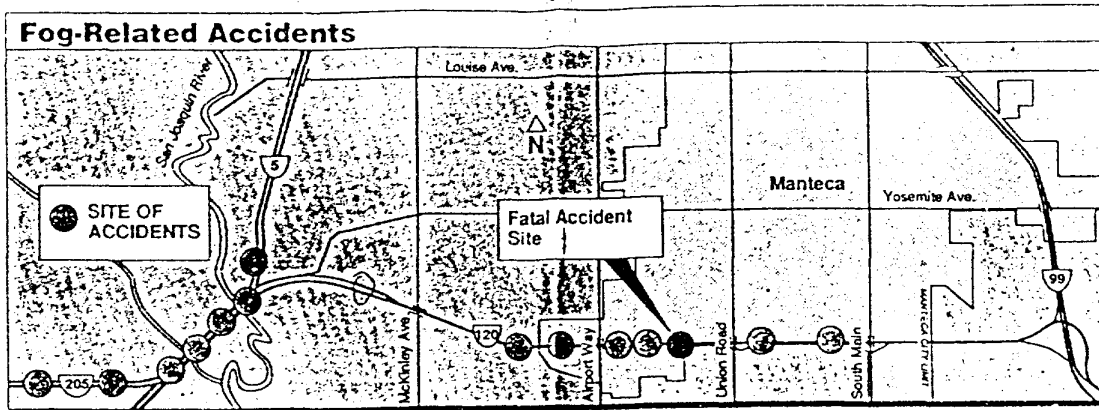
(Original of photo that appeared in the Manteca News, 12/16/88, p. 2, with the caption:) Four of the eight vehicles involved in an eight car chain reaction pile up on the Highway 120 bypass Thursday morning. The accident left one man dead and 17 injured, including four convicted felons being transported to Deuel

The Modesto Bee

Thursday, December 15, 1988

Price 35c

1 killed, dozens injured in fog



Wrecks shut 120 bypass for 4 hours

Valley motorists must learn to live with the fog. Page A-16.

By BRYCE WHITE
Bee staff writer

MANTECA — Chain-reaction crashes in dense fog killed one person, sent 24 others to hospitals and smashed more than 30 cars early Wednesday on the Manteca Bypass and Interstate 5. Pronounced dead at the scene was Robert Travers, 37, of Manteca, who was killed in one series of crashes involving eight cars on the Highway 120 bypass east of Union Road.

Rescue workers found the body of Travers in his truck off the bypass roadway hidden by the fog.

There were seven separate multiple-car collisions on the 6½-mile bypass between Highway 99 and I-5, and 10 others on I-5 near the Mossdale Y, where the bypass connects with the interstate.

There were so many accidents and injuries that every available California Highway Patrol officer was called out in the emergency which began at about 8:45 a.m.

"It was a war zone. We were definitely overwhelmed, no doubt about it," CHP spokesman Russ Moore said.

He said the accidents occurred in a thick blanket of fog covering the southern half of San Joaquin County that was centered in the Manteca and Mossdale Y areas.

It will take days to sort out what happened and why and tally up the number of cars involved, Moore said.

The CHP's multiple-accident investigation team was called in to aid in the job, he said.

A van carrying four prisoners from Madera County to Deuel Vocational Institution was involved in one accident, sending the prisoners and two guards to the hospital.

Wednesday evening, an approaching cold front brought high winds gusting from 24 mph to 40 mph, spawning a dust storm on Highway 12 near Terminus Island that was blamed for a multiple-vehicle accident.

At least four cars were in

Hospitals busy but prepared

By STEPHANIE SANSON
Bee staff writer

FRENCH CAMP — After the first victims of the dense fog arrived in San Joaquin General Hospital's emergency department Wednesday morning, chief emergency physician Richard Buys stepped briefly outside and prayed for the sun to quickly burn a hole through the white shroud coating the area.

At noon, four hours after the first victims arrived and seven hours into Buys' shift, he was still treating one of the 31 people injured in accidents in San Joaquin County within two hours.

And the fog still blanketed southern San Joaquin County.

Thanks to an efficient disaster plan, however, the injured received medical care rapidly at hospitals throughout San Joaquin County and at Doctors Medical Center in Modesto.

"Two years ago, it would have been mass chaos because we didn't have this system in place," said Ron Baldwin of San Joaquin County's Office of Emergency Services.

Nurse Martin Summerfield of Doctors Hospital of Manteca



Forrest G. Jackson Jr./The Bee

San Joaquin County deputy Al Ortiz checks truck in which Robert Travers died Monday.

See Back Page, CRASHES

Exhibit A-2, p1

See Back Page, HOSPITALS

The Back Page

CRASHES: One man killed, 24 hurt in fog-related crashes

CONTINUED from A-1

volved in the 6:42 p.m. crash, according to the CHP. No injuries were reported.

The blowing dirt forced closure of the highway west of Interstate 5, the CHP said. The highway remained closed at 9 p.m., and authorities were not sure when it would be reopened.

Officers remained on the scene late Wednesday.

Elsewhere, fog was blamed for six crashes in Merced County — one on I-5 and the rest on county roads. No one was seriously injured.

Patchy fog also was blamed for another accident west of Turlock on West Main Street at Washington Road. No one was seriously injured in that crash, according to the CHP.

About 750 Chatham and Mountain View elementary school children got an unexpected day off Wednesday when school officials canceled classes due to thick patches of fog that jeopardized bus runs in the rural school district west of Turlock. Almost all the children in the district are bused to school. An evening Christmas program involving third-graders at both schools also was canceled.

Because of the fog and the pileup of cars, the Manteca Bypass was closed for four hours, reopening about noon.

Even before the fog settled in, tragedy struck in the county with the deaths of two people in separate accidents.

James Virgil Hartup, 40, of Oakdale was killed at 6:30 a.m. when his car collided with a truck at an intersection on Highway 4 in south Stockton.

Polcarpo Garcia Silva, 27, of Linden was killed in a two-car collision at Clements and Frazier roads at 7:15 a.m.

A Level 2 disaster status was declared by the San Joaquin County Office of Emergency Services about 9:45 a.m. Ambulances called in from all over the area took injury victims to every hospital in the county and to Doctors Medical Center in Modesto.

Ron Debelak, tower manager at Stockton Metropolitan Airport, said he looked out on the airport runway about 11 a.m. and could see for no more than 100 yards. Within a minute, he changed his mind as fog got thicker. "The visibility now is down to about 50 yards," he said.

No commercial planes had taken off or landed since about 8 a.m.

George Queresma, Manteca Fire Department battalion chief, said that when he arrived at one accident site on the bypass, it was impossible to see much of anything.

"The fog was so bad you couldn't see the fences beside the road," he said.

HOSPITALS: Disaster plans bring some order to chaos

CONTINUED from A-1

agreed.

"Five or ten years ago, they probably would have hauled 10 or 15 of those people here, and we would have just been overwhelmed," he said.

As it worked out, Doctors, Tracy Community Memorial and Dameron Hospital in Stockton each received five injured patients, Lodi Memorial received three, Doctors Medical Center, two, and St. Joseph's Medical Center in Stockton, one.

Because it had more doctors and nurses on hand, San Joaquin General received 10 patients.

The number of crashes prompted the Office of Emergency Services to declare a Level 2 medical emergency at 9:45 a.m.

According to plan, the emergency medical workers at San Joaquin General Hospital immediately put out a conference call to seven hospitals in the county

to find out how many patients they could handle.

Next, the workers contacted ambulances via the MedNet radio system and instructed them where to take their patients.

Responding to the disaster was more complex than usual because the many crashes occurred throughout the county, Baldwin said.

Nonetheless, "we thought it went real well," said Summerfield.

"The patients did not come in all at once. And we kept getting information on them."

Barbara Green, executive director of the regional Emergency Medical Services Agency, said all local counties except Calaveras have had a similar plan to handle medical disasters for several years.

Baldwin said hospitals, paramedics, firefighters and others participate in drills to practice their roles in medical disasters.

Valley residents must learn how to live with fog

By MICHAEL G. MOONEY

Bee staff writer

Maybe Zen meditation is the answer to surviving valley fog.

Concentrate. Become one with the water vapor that condenses onto hygroscopic nuclei. Feel the droplets as they form — ever increasing in size and concentration until a murky, ground-hugging cloud is born.

Now accept this simple truth: you can't see a darn thing.

"You have to accept the fog if you're going to live in the San Joaquin Valley," said Larry Greits, a National Weather Service meteorologist.

And respect it.

"The thrust of the problem is making drivers aware that they have to leave earlier, drive slower and leave more room" between their car and the vehicle in front of them, said Lee Honzell, a California Highway Patrol traffic officer.

"People call us and ask about fog lights. They're really shocked when I tell them that there's really nothing that can help you see better in the fog. Fog lights only make it easier for people to see you."

Valley fog — formally known as radiation fog or ground fog, informally as tule fog — is an annual winter event in the Northern San Joaquin Valley. In the Stanislaus area, the average number of heavy fog days is 44. The foggiest year on record was 1962 when there were 65 foggy days — and nights.

Radiation fog is formed over land on clear nights when heat loss by radiation cools the ground and chills the air just above the surface to the dew point — the temperature at which water vapor condenses, according to Don Ahrens.

Ahrens, a Modesto Junior College instructor, details the phenomenon in a textbook that he has authored, "Meteorology Today."

When the fog begins to form, the top of the fog layer replaces the ground as the surface to be cooled by radiation. The thickness of the fog will continue to build as long as there is moist air above it.

In the valley, the fog typically is 1,000 to 2,000 feet high. So it is not uncommon for foothill residents to enjoy bright sunshine while Modesto and the valley floor remains shrouded in damp murkiness.

But the ground-hugging fog can vary greatly in density over short distances. Drivers frequently encounter unexpectedly dense patches of fog on freeways, streets and roads as was the case Wednesday in south San Joaquin County.

But the density of the fog really is not the problem, he said.

"It doesn't matter where the

Driving Tips

- Allow extra time. Commuters should add at least 15 minutes to their driving time and slow down in dense fog.
- Use headlights on low beam and use window defrosters.
- Do not stop on the roadway. Drivers who must pull onto the shoulder should keep taillights on, but those pulling completely off the roadway should turn off all lights.
- Keep your distance. Drivers should allow extra space between their vehicle and the one in front of them.
- Watch out for rapidly changing conditions. Ground fog collects in low-lying areas, and drivers can be fooled into thinking that conditions are clearing on an upgrade only to find themselves back in the soup on a downgrade.
- Approach intersections with caution. Especially at rural intersections with stop signs, after coming to a stop, drivers should turn down the radio, roll down the window and listen for approaching cars.

Source: California Highway Patrol

The B fog is heaviest. If you have heavy commuter traffic and little fog, you have problems."

The trouble spots, according to Honzell, are the commuter corridors. In Stanislaus County they include Highway 132, Highway 99 north, Geer, Albers, Hahn and German roads and Santa Avenue.

Commuters just "don't leave themselves enough time" to compensate for the slower driving conditions that the fog dictates.

And even in the face of roadway disasters like the Highway 120 mess, some motorists still don't get the idea.

Honzell was one of the Modesto-based CHP officers called to assist with traffic control Wednesday morning in south San Joaquin County.

"I had everything flashing if I could — red lights, blue light — and I had people trying to pass me," Honzell said.

McClatchy News Service writer Scott Reeves contributed to the report.

Exhibit A-2, p. 2

morning, it's
Tuesday
Dec. 19, 1989

Hospital corners
gift to community
— Local, A-3



Montana likely to
retake 49er helm
— Sports, B-1



Manteca Bulletin

D. 353

531 E. Yosemite (P.O. Box 912), Manteca, CA 95336

25 CENTS

weather
y travel

(AP) — Arctic in the nation's re boosting last-y travel but travel here said Monday seem to have less than usual, re saying, 'Hey, in Chicago, let's here for a few Greg DeClemment for leisure mas Cook Travel K. e customers at Travel Inc. in Chi go "anywhere and they don't here," said Cliff ny president. J cold is a god-rel agents. The off the hook."

ures Monday e below zero on lains, in the tocas and in the 20s exas Parshandle. temperatures, 3 degrees below below, were the weekend in Columbus, Ohio; Paducah, Ky. olia. of airliner, under increase, fares recent cost did earlier this ay were raising n their popular ned fares, com-as MaxSavers, airlines also ay would waive dvance-purchase etween Dec. 20 when seats are

SIDE

survey of stu- dious found that hool seniors are use drugs than 2, according to sed

A-5

1 Julie Gaynor

Mantecan killed in fog pileup

CHP: It was a war zone

TAY SARGUIS
The Bulletin

One man was killed and at least 30 more were injured in a series of fog-related accidents in San Joaquin County Monday morning, including a chase-reaction accident involving more than 60 vehicles at the intersection of Interstate 5 and Interstate 205.

Three separate fires involving multiple vehicles were also started by the collisions on or around southbound I-5. One of the fires killed a Manteca man and seriously injured two others.

John Henry Degler, 38, died from head trauma and "thermoburns," according to the county coroner's office, after his Chevrolet sedan plowed into a jackknifed tractor-trailer on the Mossdale Bridge.

Three other cars also collided with the trailer before catching on fire. Keith Depew, 28, of Sacramento, received serious burns to his legs and face, while Denny Furtado, 25, of Rancho Cordova, also received burns to his face in the fires. They were listed in serious but stable condition and fair but stable condition, respectively, at San Joaquin General Hospital Monday evening.

Depew was trapped in his one-ton truck for up to 15 minutes before he was pulled out by bystanders who were assisting emergency personnel.

California Highway Patrol Public Affairs Officer Bob Whitmore said nearly 30 accidents were reported in the county Monday morning, and that the chain-reaction accident on I-5 and I-205 involved 23 separate collisions between 55 automobiles and 11 trucks. "It was a war zone," he said. Some collisions also occurred on the portion of westbound Highway 120 heading into I-5.

The number of accidents prompted the Office of Emergency Services to declare a Level II county-wide emergency, to ensure proper organization of patient transportation. A Level II emergency requires that all emergency calls are coordinated through San Joaquin General Hospital, and that off duty emergen-



Manteca-Lathrop Rural Fire District personnel mop up the fiery wreck that claimed the life of one man and seriously injured two others on the Mossdale bridge Monday morning.

Local men help save driver from fiery tomb

TAY SARGUIS
The Bulletin

Monday morning's disastrous accident on southbound Interstates 5 and 205 probably wouldn't have occurred if it hadn't happened at rush hour, but the timing of the wreck could have been a blessing in disguise.

The number of collisions and injured involved in the accidents — approximately 25 and 20, respectively — made rescue work overwhelming for emergency personnel responding to the disaster, including firefighters from the Manteca-Lathrop Rural Fire District.

Fortunately, emergency personnel were among the large number of bystanders who were either stuck in traffic or able to stop and help and the injured. One man, however, went above and beyond the call of duty.

James Edward Armstrong, 31, of Lathrop, is employed as a truck

driver for Cutler Lumber of Stockton. At approximately 8:15 a.m., he was stopped just south of the Mossdale Bridge as a series of collisions began backing up from I-205 onto I-5.

Armstrong got out of his truck and aided one man with head injuries, and another woman who was panicking. Moments later, things really began to heat up.

"I looked up and saw a truck jackknife," Armstrong said. "Then I saw a big explosion and flames."

Armstrong grabbed his fire extinguisher and ran back up southbound I-5, where several vehicles had collided with a big rig. The first car to hit the truck, a Chevrolet sedan, contained John Henry Degler, 38, of Manteca, who died from his injuries.

But Armstrong was unaware of Degler. He was concerned with Keith Depew, 28, of Sacramento, who was trapped in his burning

one-ton truck, with the upper half of his body hanging out the driver's door window.

What followed was a tense 10- to 15-minute drama as Armstrong and others attempted to pull Depew out of the truck, while trying to beat back the flames.

"It was burning big-time," Armstrong said. "He started yelling and screaming that the fire was getting to him. We were spraying fire extinguishers inside to keep the flames from coming up his legs."

One of the first to arrive at the scene of the struggle was Arnie Brockmeyer, 27, of Sonoma, who was coming home from Lawrence Livermore Laboratories, where he is employed as a firefighter. Ironically, Degler also worked for LLL.

Brockmeyer saw the "ball of fire" and said the one-ton truck was "three quarters involved" in flames by the time he reached the



James Armstrong
... kept save driver

vehicle. "It was quite exciting. It was quite intense, with the fire

See HEROES, Page A-4

See FOG, Page A-3

Fog

From Page A-1

cy personnel return to work. Tracy CHP Officer Ken Milligan said the chain-reaction wreck apparently started at approximately 8 a.m. on westbound I-205 with a non-injury collision involving two cars.

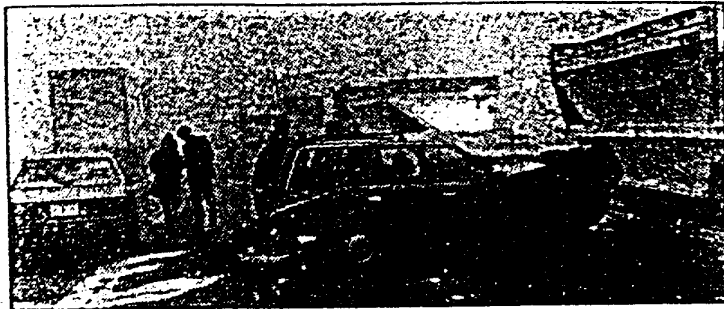
Quickly slowing traffic caused a series of collisions on I-205 in rapid succession, including a three-car collision and a six-car collision.

Collisions then began on the southbound lanes of I-5 leading up to I-205, including a two-car collision, a two-truck, four-car collision and another two-car collision. Most of the accidents caused minor or no injuries.

The fatal collision occurred at least 20 minutes after the first wreck, and prompted the CHP to close southbound I-5, which wasn't cleared and reopened until noon.

The morning situation was further complicated by other fog-related accidents that occurred in other parts of the county, including at the intersection of Interstate 12 and I-5, on southbound Highway 99 in Stockton, and in Farmington.

At least 89 vehicles were involved in the collisions, according to Whit-



SUE BOWLING/The Bulletin

This minor-injury collision was one of many that dotted Interstates 5 and 205 following a chain-reaction accident in dense fog Monday morning.

mire. Casualties were received at six county hospitals, including Doctors Hospital of Manteca, while numerous ambulance companies were used to transport the injured.

Milligan said almost all the collisions on I-5 and I-205 involved speeding vehicles hitting cars that had come to a stop. He said visibility was about 100 feet, which means that a vehicle moving faster than 30 mph would not be able to stop in time.

San Joaquin County declared a similar emergency almost one year ago to the day after a series of accidents claimed three lives and resulted in 30 injuries on I-5 and I-205. In 1986, a chain-reaction col-

lision involving 132 cars occurred on Highway 99 in Ripon.

Fog conditions were expected to be even worse today, with density expected to reach zero visibility in some places. Icing will also be an early-morning hazard, especially on bridges and overpasses. Manteca was effectively "socked in" by 7:30 p.m. Monday night.

CHP was not exactly sure how many injuries had occurred Monday morning, and whether more than two were seriously injured. However, hospitals reported that most accident victims were treated and released. Doctors Hospital of Manteca did not keep any of the accident victims, except a CHP officer who complained of chest pains.

Heroes

From Page A-1

exploding," Brockmeyer said. "My life was really in danger, and so was Jim's. But there was no way we were getting out of there without this guy, and I think Jim felt the same way. We were so close."

Armstrong and Brockmeyer desperately tried to pull Depew out, whose legs were trapped under the truck's steering column. As the two men worked, bystanders threw anything on they could on the fire to keep the flames back, using car extinguishers, containers of water, and even IV solutions and soft drinks. Armstrong said at one point he gave Depew a drink of water when he asked for it.

Finally, the two men got their hands on a pair of crowbars, which they used to pry the steering column up, allowing Depew to slide out without a moment to spare. "The fire

at that point was right on our backs," Armstrong said.

Depew was listed in serious but stable condition at San Joaquin General Hospital Monday night with burns to his face and legs. His friend and fellow employee, Denny Furta, 25, of Rancho Cordova, was also listed in fair and stable condition with burns to his face, which he apparently received while also trying to save Depew.

Armstrong was treated at San Joaquin General and released following his rescue efforts.

Brockmeyer said Armstrong was the "real hero" of the day.

"I think he deserves a lot of credit. I kind of feel compelled to do it, because it's my job. He jumped right in it and did it."

Brockmeyer also had high praise for Scott Doan, 27, of Manteca, a San Leandro firefighter who was also returning from work Monday morning.

Doan said when he arrived at the accident scene he helped firefighters set up a "triage" to help pick out injured persons who needed immediate transportation to the hospital. "There were quite a few bystanders trying to help," Doan said.

Brockmeyer said Doan helped a large number of people with injuries.

Exhibit A-3, p. 2

What A Difference A

Lo
Fr
drive from San Francisco's
Fisherman's Wharf, there's no
better place to get away to.

Whether it's shopping or sailing

Dow off 42 points
worst drop in weeks

Sell-off blamed on real estate fears
Business/D6



Toy collectors share
long-lasting favorites

No Nintendo in museum's fun display
Living/C1

NFL playoff picture
looks like real mess

17 teams still alive with week to go
Sports/D1



The Modesto Bee

SAN JOAQUIN/TUOLUMNE EDITION

1989 The Modesto Bee

Tuesday, December 19, 1989

Price 35c

1 killed in 'war zone' of freeway fog

Dozens hurt
in commute
hour pileups

By STUART GORDON

MANTECA — One man was killed and at least 32 other people were injured Monday morning in a series of fog-related accidents on a three-mile stretch of freeway at the convergence of Interstates 205 and 5 and Highway 20.

Eyewitnesses said cars and trucks were crashing off one another and some vehicles erupted in flames. Westbound I-205 and southbound I-5 were littered with mangled or burned cars and trucks, prompting one person to describe it as a "war zone."

The dead man was identified as John Henry Begier, 38, of Manteca.

San Joaquin County officials declared an emergency alert to keep additional medical personnel on duty at area hospitals through the morning.

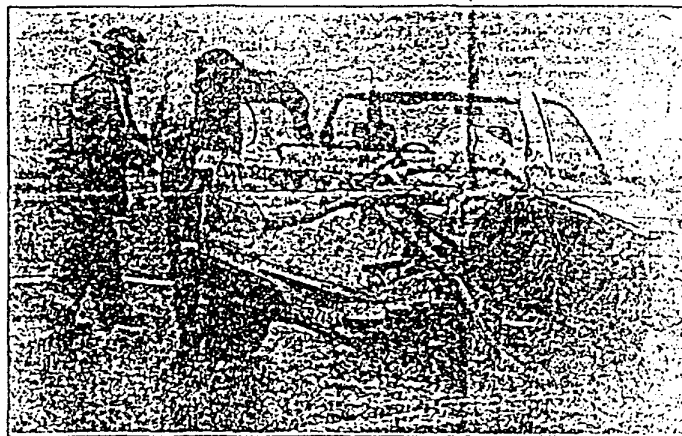
In Merced County, six Livingston businesses were evacuated near the Highway 99 traffic signal when two trucks, one of them a pickup carrying hazardous chemicals used in swimming pools, collided in the fog. The truck spilled 16 gallons of chlorine and four gallons of muriatic acid, said CHP Sgt. Brian Griffin.

In the San Joaquin County accidents between Tracy and Manteca, near the Mossdale Y, dozens of firefighters, sheriff's deputies, CHP officers and paramedics were assisted by passing motorists in trying to aid the injured, extinguish fires and remove victims trapped in their crushed vehicles.

The accidents, which began shortly after 8 a.m. on the commuter-clogged freeways, closed the two interstates and backed up traffic on Highway 120. The injured were taken to hospitals in Manteca, Tracy, French Camp



A Manteca man died when his car crashed into the rear of a tractor-trailer rig Monday on southbound on-ramp to Interstate 5 at Mossdale Y.



Chemicals spilled from this pickup in rear-end accident in the fog in Livingston Monday.

2 strangers join forces to save man from fire

By STUART GORDON

MANTECA — For 10 furious minutes Monday morning, James Armstrong Jr. and Arnie Brockmire made a decision that few of us ever have to face.

The choice was between their own instinct for self-preservation and a humanitarian impulse to prevent someone else's death.

Armstrong, a 31-year-old Lathrop native, and Brockmire, a 27-year-old Sonoma resident, chose the latter.

Both were driving near Tracy on fog-shrouded Interstate 5 Monday morning when all hell broke loose about 8 a.m.

He and motorists around him had slowed almost to a stop because traffic was clogged from an accident ahead of them.

"I looked up in my rearview

mirror and all of a sudden I saw a bunch of cars coming out of the fog. They just slammed on their brakes and started running into each other and the cars in front of them," he said.

Armstrong, who was making a delivery for the lumber company he works for, jumped out of his truck and began helping the injured on the freeway when he looked up again and saw more vehicles coming out of the fog.

"There were cars between me and them. I heard this pretty big explosion and saw a big ball of fire through the fog about 100 yards back," he said.

He ran back to his truck, grabbed a small fire extinguisher and then raced to the flames. He found several cars and a truck

See Back Page, RESCUE

See Back Page, FOG

Exhibit A-1, p.1

The Back Page

FOG: Chemical spill spurs evacuation at Livingston traffic light

CONTINUED from A-1

and Stockton. The interstates reopened at about 11 a.m., a CHP spokeswoman said.

"We called officers in from the afternoon shift, and we had off-duty firefighters, off-duty highway patrolmen and off-duty paramedics stop to help," said Highway Patrol spokesman Bob Whitmire.

CHP Sgt. Don Perry, one of the first on-duty law enforcement officers at the scene of the fatal wreck, said the sequence of crashes "started out as an accident on westbound I-205 in the Tracy area. Traffic was backing up on the freeway here from that first accident."

Perry had arrived shortly after 8 a.m. at the scene of an accident involving a tractor-trailer and two cars on the Highway 120 entrance to I-5 when the fatal accident occurred about 300 yards away.

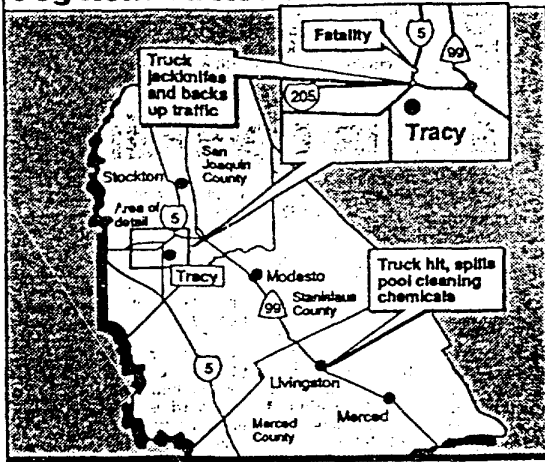
"We had a jackknifed truck and two cars on fire," Perry said. "As I got out of the car, I could see traffic coming to a stop here on the freeway and then it all started. They just kept running into the back of each other."

Visibility at the time ranged between 50 feet and 150 feet on the three highways.

"I couldn't see the fatal crash, but I could hear heavy trucks locking their brakes up and then heavy impacts, and then I could hear an explosion. Then I could see the fire through the fog," Perry said. "Everyone started yelling that there was somebody trapped up here."

Perry began handing out flares

Fog-Related Accidents



The Bee

to motorists. "There were citizens, truck drivers running up here with their little, dry-chemical extinguishers," he said.

"There was a flatbed gravel truck that had evidently run into the rear of another vehicle. The driver of the flatbed was halfway out the window, but from the waist down he was trapped inside the vehicle," he said. "It was totally engulfed in flames, and all these citizens were shooting these fire extinguishers on him to try to keep him from burning."

The man, who authorities identified as Keith Depew, 28, of Sacramento, eventually was freed

from the burning vehicle and taken to San Joaquin General Hospital, where he was reported in critical condition.

Two of the people credited by the CHP with rescuing him were treated for smoke inhalation at San Joaquin General Hospital, and released. They were identified as Arnie Brockmire, a 27-year-old firefighter at Lawrence Livermore National Laboratory, and James Armstrong Jr., a 31-year-old Lathrop resident.

Janet Robinson, a paramedic with Mobile Life Support of Tracy, also suffered smoke inhalation during rescue efforts.

"Literally, we had some heroes out here today," Perry said.

Depew's truck was involved in the same pileup that led to Begler's death. The fatality occurred when a car smashed into the back of a tractor-trailer rig and erupted in flames just north of the Highway 120 entrance on southbound I-5.

Jim Pillsbury of Lodi, an apprentice carpenter who was driving to Pleasanton, said cars and trucks just began crashing into one another.

He said his car was hit by a pickup that "just kept going. I pulled over and another guy was hit and it looked like he was hurt, so I went over to see if he was OK. Then another girl was in her car sitting in a bunch of glass from her smashed windshield, so I went over to her and got her out of her car."

During the nearly two hour-hour period, 32 people were taken to hospitals, said Ron Baldwin, coordinator of the San Joaquin County Office of Emergency Services. At least 20 people were hospitalized.

There were 15 accidents in the Merced area Monday morning and all were fog related, the Highway Patrol reported.

Ralph Martinez of Hilmar, who was driving the truck carrying swimming pool chemicals, was taken to a hospital with a head laceration and minor injuries. His truck was rear-ended by a larger truck, the driver of which left the scene, authorities said.

Bee staff writers Diane Flores, Karyn Houston and Jim McClung contributed to this report.

Foggiest season's upon us

From Bee staff reports

No end in sight. That's the dismal fog forecast.

Fog limiting visibility to the end of your nose, beginning at sunset and continuing through mid-afternoon, is expected through the end of the week.

And if it doesn't rain, it could go on even longer, said Richard Honton, forecaster for the weather service's Sacramento office.

Fog is formed when three phenomena work in concert:

- Moisture in the air.
- Cold temperatures.
- Little or no wind.

The more moisture, the colder the air above and the absence of wind make the weather the way it is right now.

Chin up, Honton said. Afternoon temperatures should be getting warmer and there could be a breeze in the future — and those could mean less fog.

The forecast calls for high temperatures near 50 the next few days with lows near freezing.

And no rain is expected for at least the next week.

While the fog lingers, schools work their bus and class schedules on a day-by-day basis. When weather conditions cause a delay in school bus schedules, many districts get the word out via local radio stations. Parents who have children who are bused to school can tune in to radio reports or call the transportation departments of particular school districts.

SOUTH SAN JOAQUIN COUNTY: Manteca Unified School District, 825-3215; Tracy Public Schools, 831-5051; Roon Unified School District, 599-2131.

MERCED COUNTY: Radio station KYOS-AM, 1490 on the dial, 723-2191; KUSB-FM, 95.3 on the dial, 575-3388; and KAMB-FM, 101.5 on the dial, 723-1015.

STANISLAUS COUNTY: Contact local radio stations or Modesto City Schools bus information, 576-4648.

CALIFORNIA HIGHWAY PATROL: Public fog line for Stockton region is 931-4621.

RESCUE: Local men save driver pinned in burning truck

CONTINUED from A-1

involved in an accident. Several vehicles were burning and mingled.

Armstrong turned his attention to a burning flatbed pickup where a man, who authorities later identified as Keith Depew of Sacramento, was trapped and yelling for help.

"I emptied my extinguisher in about two seconds, trying to keep the flames away from the guy. It didn't do much," he said. Armstrong and Brockmire collected extinguishers from other motorists and ran back to the trapped man, where a small band of would-be rescuers had gathered.

"We kept spraying and trying to pull him out. It got pretty hot at one point. He was starting to scream, but we had to back away," Armstrong said.

The man's legs were pinned under the crushed steering column. The flatbed had rear-ended another vehicle.

"Explosions were going on. Tires were blowing out from the fire. We didn't know whether the gas tank was going to blow or not," Armstrong said.

The accident scene was in chaos when Brockmire, who was on his way home from his job as a firefighter at the Lawrence Liver-

more National Laboratory, arrived.

"People were yelling and screaming and looking for help. Several vehicles were on fire," Brockmire said. When the extinguishers ran out, people began throwing the contents of soft drink cans, saline solution from the ambulances and other liquids onto the flames that were licking dangerously close to Depew.

Both rescuers said that for a brief moment they thought about giving up and backing away for their own safety. But they renewed efforts to free the man.

"I had already made my decision that I wasn't going to let this

man burn up in his truck," Armstrong said.

Finally they freed the man's pinned legs with the help of two crowbars someone had supplied and slid him out of the truck cab.

"By that time, it was totally engulfed in flames," Brockmire said. They carried Depew to a nearby ambulance. "When we got him in the ambulance, James and I high-fived each other. It felt good," Brockmire said.

Both downplayed their heroics.

"As a firefighter, I've dedicated my life to helping people. So the only acknowledgment I need is the self-gratification of knowing I did my job," Brockmire said.

Exhibit A-4, p.2

Wednesday
January 24, 1990

The Fresno Bee

Pileup in Selma kills 5



David Hanover stands near the burned pickup truck that killed the driver he was trying to rescue in Tuesday's multiple accident.

Fog, speed cause 19 accidents

By LOUIS GALVAN and CHARLES MCCARTHY
Bee staff writers

SELMA — A deadly combination of dense fog and unsafe speeds was blamed for a series of pileups which claimed the lives of five people, including a Fresno family of four, and injured 30 others Tuesday morning on Freeway 99.

"People keep asking me what caused it," said Officer Lucene Johnson of the California Highway Patrol. "I keep telling them it wasn't the fog, it was driving too fast. The reports will show that every single vehicle was traveling at unsafe speed."

Johnson, one of about 15 CHP officers who responded to the fog-shrouded pileup that stretched about two miles along the northbound traffic lanes between Manning Avenue and Second Street, described the scene as a "nightmare." Estimates of the total number of vehicles involved ranged from 40 to more than 60.

The worst of the 19 collisions — all reported from shortly after 7:40 a.m. to about 8:15 a.m. — occurred near the Second Street off ramp.

Johnson said the driver of a tractor-trailer rig had stopped to avoid an accident in front of him when his rig was hit from behind by a car. The car was hit from behind by a pickup truck and both vehicles burst into flames.

Four occupants in the car and the driver of the pickup, who was traveling alone, were trapped in their burning vehicles and died in the blaze.

One witness said he frantically sprayed the driver of the burning pickup with fire extinguishers taken from other vehicles.

"I was holding this guy's hand while he was

See Pileup, back page

How fatal accident happened

Between 7:40 and 8:15 a.m. Tuesday, there were 19 separate accidents on Highway 99 involving 40 vehicles.

- 1 A Foster Farms truck stops because of accident ahead.
- 2 A car carrying a man, woman and two young children crashes into the back of the truck.
- 3 A pickup with driver hits the car.

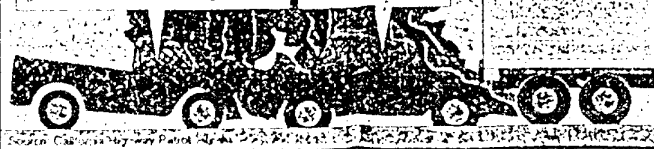
At Manning Avenue a rear-end collision starts traffic backing up.

Near Floral Avenue another crash added to the congestion.

The fatal collision occurred north of 2nd Street.

Despite the efforts of a Manteca man, the pickup's driver is killed when the gas tank of the car in front ignites.

All four people in the car are burned beyond recognition.



Fresno Bee Anders, Hanover



If you must drive in the fog...

- ☒ Add 15 minutes to drive time.
- ☒ Turn on your headlights.
- ☒ Slow down in dense fog.
- ☒ Use defrosters to keep windshields clear.
- ☒ Do not stop in the road for any reason.
- ☒ If you must stop, drive as far onto the shoulder as possible.
- ☒ If you stall, get out and walk a safe distance from the car.

Fresno Bee



Deputy coroner Keith Stubbs, center wearing long coat, supervises as workers move a body from the wreckage.

Fresno Bee

Pileup

Continued from Page A1

burning," said Dave Hanover of Alameda. "There's no way I could have gotten him out. He told me... Get me out. I'm losing air."

Hanover said he emptied between six and eight fire extinguishers over the man before he was engulfed in flames.

Only in Vietnam warfare, Hanover said, had he seen worse.

"I shot him with the [last] fire extinguisher and it was too late," Hanover said. "The whole cab was engulfed."

A spokesman for the Fresno County Coroner's Office identified the driver of the pickup as Mike Hosford, 28, of Clovis. Also killed were four members of a Fresno family: Javier Villarreal, 23; his girlfriend, Ana-Lilia Guzman, 21; Guzman's daughter, Perla Guzman, 2 years; and Ivan Villarreal, 5 months, the couple's son.

Investigators said Hosford, an employee for a janitorial service company, had left Visalia shortly after 7 a.m. after finishing a job there, and apparently was en route to Fresno when he was involved in the accident at about 8:15 a.m.

Investigators said it has not been determined where the Fresno family had been driving from, but that

Villarreal has relatives in Poplar in Tulare County.

The victims, according to investigators, were burned beyond recognition.

Johnson said northbound traffic lanes of the freeway were closed down at 8:22 a.m. and were not reopened until shortly before noon. Visibility during the accident was less than 50 feet, according to the CHP.

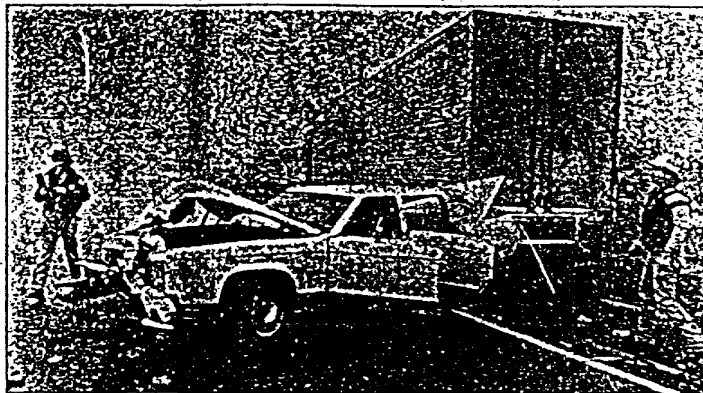
Investigators said it would be several days before all of the reports are completed and reviewed, but that it appears that the chain-reaction pileup was triggered by a rear-end collision near Manning Avenue about 7:40 a.m.

As motorists approached the first accident, cars and trucks began running into each other, resulting in a second multivehicle accident near Floral Avenue and two other pileups near the Second Street off-ramp, where the five victims were killed.

"There were vehicles of all sizes," said Johnson, "including a couple of big rigs that jackknifed."

Dan Lynch, a spokesman for American Ambulance, said that 22 of the 30 people injured required transportation to hospitals. The patients were taken to Selma District Hospital, Valley Medical Center, Fresno Community Hospital and St. Agnes Medical Center.

Of the 22 people hospitalized,



CHP officer Laurie Johnson, left, gathers information as Rudy Flores helps accident victims.

Lynch said five appeared to have suffered major injuries. The rest, he said, appeared to have minor to moderate injuries.

Lynch said 11 ambulances, nine from Fresno and two from Selma, were used.

Johnson said every available CHP officer was dispatched to the acci-

dents and were assisted by Selma police officers, Fresno County sheriff's deputies, Mid-Valley Fire District and Selma Fire Department crews.

Arturo and Mary De La Cruz of Farmersville were driving to Fresno when they became involved in one of the pileups. Neither was hurt.

"It all just happened so fast," Arturo De La Cruz said, standing near his crumpled pickup. "Safety belts do work. I thank God we're alive."

"That's probably the worst I've seen it," tow truck driver Joseph C. Garcia of Selma said of the chain-reaction accident. "You've had them all up and down the freeway."

Exhibit A-5 p.2

Friday

Dec. 15, 1989

put on top dog

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Partner pressure

— Sports, A-9

Manteca Bulletin

VOL. 91-NO. 349

531 E. Yosemite (P.O. Box 912), Manteca, CA 95336

25 CENTS

Fog causes rash of accidents

7 crashes
keep emergency
workers busy

TAY SARGUIS
The Bulletin

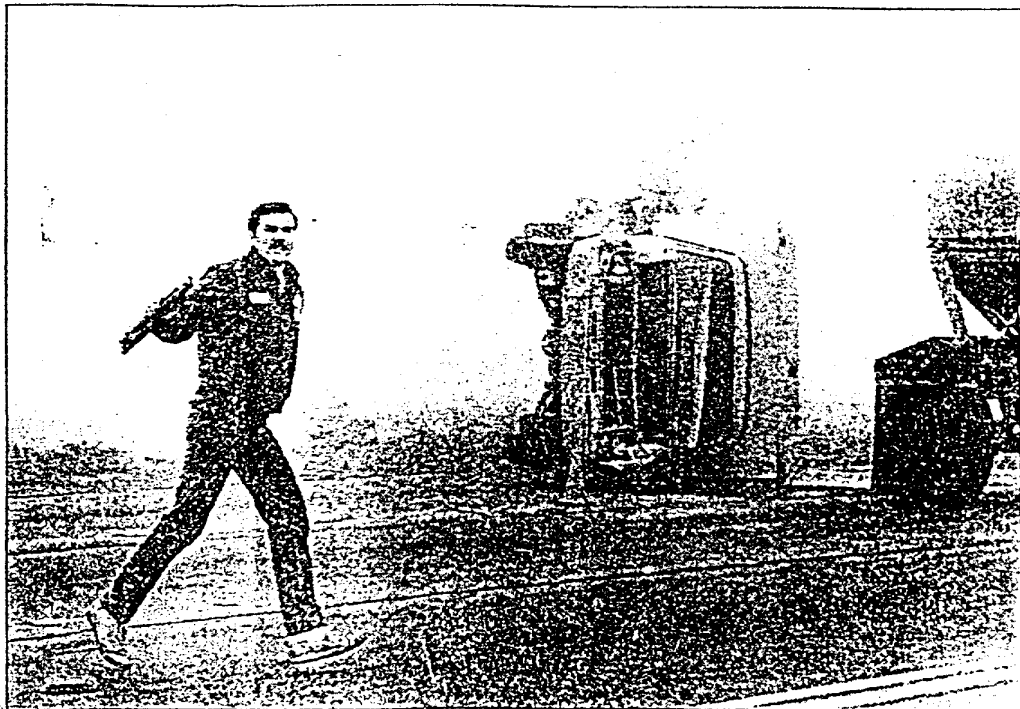
The California Highway Patrol is warning motorists to use extreme caution on area roadways following a rash of fog-related accidents Thursday morning.

Emergency personnel responded to seven early-morning accidents in the Manteca area, including five that occurred on Interstate 5 between Lathrop Road and Highway 580 in a half-hour period. None of the accidents caused injuries that required hospitalization.

The first accident occurred at 7:20 a.m. on I-5 south of the San Joaquin River, when a white-paneled delivery van rear-ended a flatted tractor-trailer carrying logs. The van was probably traveling too rapidly in the dense fog, according to the CHP.

The collision caused the van to flip over, spilling a load of mustard on the highway, while the trailer also spilled its logs. Traffic was forced to move on the right shoulder of the highway until the blockage was cleared at 10 a.m.

Ronald Casey, 37, of Roseville, the driver of the lumber truck, was taken to Tracy Community Memorial Hospital, where he was treated



A motorist carrying flares dashes across the road at the I-5/205 Interchange where a series of accidents occurred early Thursday.

See FOG, Page A-16

School bus drivers have option for foggy days

RONALD SHINKMAN
The Bulletin

Parents worried that their children may be transported in school buses during fog conditions that are hazardous for driving need not fret. The Manteca Unified School District maintains a strict policy regarding its buses and the fog.

According to Roy Yost, MUSD's transportation director, he and other supervisors will inspect various bus routes early on foggy mornings. If they feel the fog is too thick, the buses will not run until visibility improves. "We're always nervous with the fog," Yost

said. "We'll shut all service down until we feel that it's safe for the buses to be out there."

Additionally, all of MUSD's bus drivers have the option of not venturing out into the fog — whether their supervisor has given an OK for driving or not — if they feel it is unsafe for them to drive.

"Believe me, no one is being forced out into the fog," said Sharon Mendes, president of the Manteca chapter of the California State Employees Association and a bus driver herself. "It's all up to the drivers. No one else is making the choice for them."

There have been six delays in bus departures

this school year, according to MUSD Transportation Office figures. That number is slightly higher than usual, said Yost.

"The fog seems to be worse than usual for this time of year. We'll just have to deal with it."

Students arriving late to school on the buses are not penalized in any way, and are allowed to make up all examinations and other work that may have been missed, said Phil Gustafson, MUSD's assistant superintendent of educational services.

"We give the students that are held up an excused tardy," Gustafson said. "We understand why they're late."

Fog

From Page A-1

and released. Gonzalo Gonzales, 41, of Stockton, the driver of the van, also did not require hospitalization.

Moments after the initial collision, a semi truck and trailer also southbound on I-5 swerved to avoid traffic that had slowed to a stop approximately 300 yards to the north of the first accident. The semi sideswiped a blue Dodge pickup, which in turn hit a Mazda, according to CHP.

The driver of the semi, Joseph Behnke, 45, of Shingle Springs, was uninjured in the accident. The pickup driver, Thadious Snell, 62, of Losi, was taken to Doctors Hospital of Manteca, where he was treated and released.

CHP reported at least two other minor-injury accidents on I-5, one at the intersection of Lathrop Road, and the other at the intersection of Louise Avenue, during the half-hour span of accidents.

Approximately one hour later, emergency personnel responded to two more minor-injury accidents, one on Lathrop Road east of the Western Pacific Railroad tracks, and the other on Louise Avenue west of Airport Way.

CHP stressed that drivers in dense fog should reduce their speed and use their low-beam or regular headlights. Drivers should be sure their defroster and windshield wipers are in good working order.

When approaching an intersection, drivers may want to roll down their windows to listen for cars that may be approaching. Icy bridges are also a hazard in the cold morning weather.

Above all, CHP recommends that drivers who can avoid driving in foggy conditions do so.

The Manteca Police Department also recommends that early-morning drivers reduce their speed, use their headlights and look out for school children using crosswalks.

The Manteca Unified School District sends out "scouts" to check road conditions before sending its school buses out in the morning. Bus drivers also have the option to not drive if the conditions seem too hazardous.

California law requires that drivers reduce speeds in hazardous conditions or risk citation.

Exhibit A-C

The
Stockton
Record

Thursday, December 28, 1989

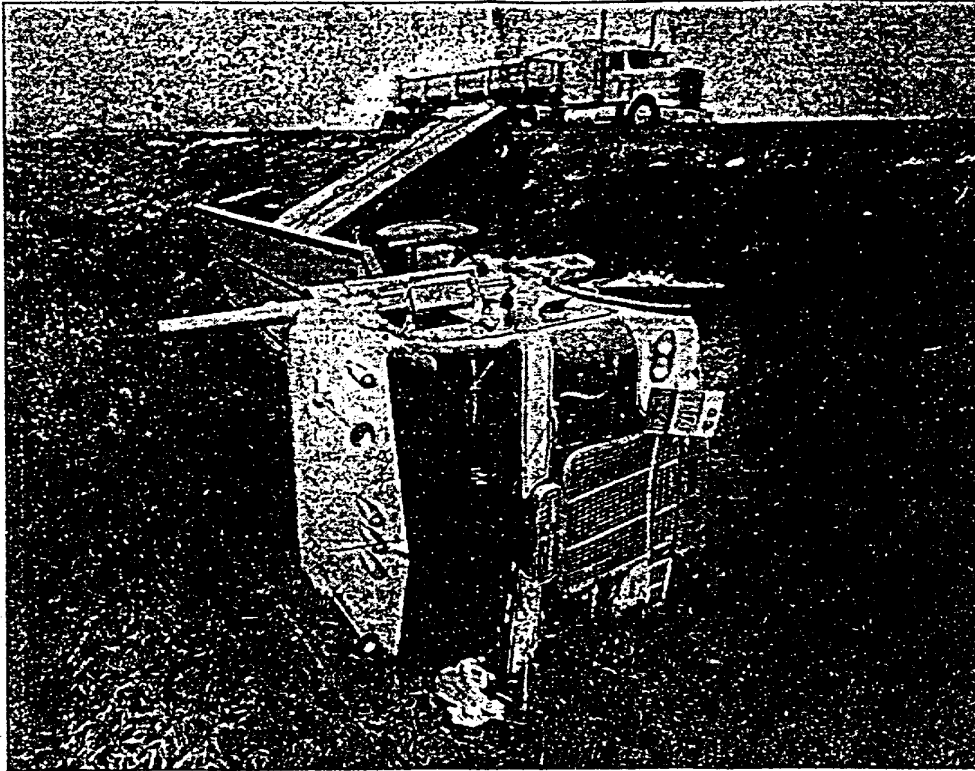
LOCAL

Section B

Almanac
Business

B-2
B-3

1 dead, 10 hurt in Tracy accidents



Record photo by CLIFFORD OTO

OVERTURNED: A tractor-trailer truck overturned near the connecting ramp of Interstates 5 and 205 Wednesday morning. The driver wasn't injured seriously. The accident was one of several ice- and fog-related wrecks near Tracy.

Fog, icy roadways contribute to rash of crashes

By Gene Turner
The Stockton Record

A 23-year-old Tracy man was killed and 10 people injured as fog and icy roadways contributed to 15 accidents Wednesday morning in the Tracy area.

The dead man has not been identified, pending notification of his relatives.

The most serious accident occurred shortly after 5:20 a.m. at the on-ramp to Interstate 205 from West 11th Street, a half mile west of Tracy, said Officer Ken Milligan of the California Highway Patrol's Tracy office.

A car driven by the 23-year-old man swerved off the ramp to avoid another vehicle. He and his passenger, Jose G. Garcia, 20, of Tracy, were not hurt in that accident, but as they were walking down the ramp they were struck by a car driven by Terry Ann Tuckwood, 23, of Tracy, that went out of control on the icy pavement.

Garcia was treated and released from Tracy Community Memorial Hospital, and the other man was pronounced dead at the hospital.

Another icy accident at 6:45 a.m. at Interstates 205 and 5 caused no serious injuries but involved six cars and a jackknifed tractor-trailer rig, blocking eastbound traffic on I-205 for two hours.

Also Wednesday morning, an eastbound car driven by Ronnie Gene Roeszler, 18, of Stockton, went off I-205

See TRACY, B-2

Exhibit A-7

TRACY

Continued from B-1
at Tom Paine Slough and down an embankment.

Roeszler was reported in serious condition Wednesday afternoon in San Joaquin General Hospital, where he was taken for treatment of internal injuries.

Ice apparently was not a factor in that accident, although it was foggy at the location, Milligan said.

The other eight people involved in accidents were not seriously hurt, Milligan said.

In all, 22 cars and two big rigs were involved in 15 different accidents handled by the CHP in the Tracy area.

INSIDE: Events to honor Martin Luther King Jr.—B-2

Many workers exercise little choice in jobs—B-3

The
Stockton
Record

Friday, January 12, 1990

LOCAL

Section B

Almanac
Business

B-2
B-3

Fog possible factor in 22 traffic accidents, 1 fatality



Record photo by CLIFFORD OTO

FOGGY FISHING: Joe Bonuccelli of Stockton ignores McLeod Lake fog Thursday.

By Lisa Elmore

The Stockton Record

The dense fog that blanketed San Joaquin County Thursday morning may have been a factor in at least 22 traffic accidents, including one fatal collision.

But the fog that has hampered motorists off and on for several days could be washed away today and over the weekend as forecasters predict a better than 50 percent chance of rain, said Donald Maker of the National Weather Service.

The victim in Thursday's fatal crash was Estella Santana Sosa, 34, of Lodi. Sosa was westbound on state Highway 12 in Lodi about 6:40 a.m. when she failed to stop for a big rig that was making a left-hand turn onto Tecklenberg Road, said California Highway Patrol Officer Terry Strange.

Sosa was killed instantly. The truck driver, Edward Spearman, 29, of Sacramento, was not injured.

The storm expected to arrive today

probably will drop 2 to 4 inches of snow in the Sierra, Maker said. All roads open in the mountains, but travelers advised to call ahead for conditions and to carry chains.

In Stockton, winds may reach 10 to 20 mph today. A high temperature of 55 degrees is forecast. The overnight low could drop to 45 degrees.

The recent fog has resulted in slow downs in air traffic. At Stockton Metropolitan Airport, an early morning USAir flight was delayed for about five hours Wednesday, according to Dan McGhee, a watch supervisor in the airport tower. There were similar problems Thursday morning.

Although there were no restrictions on smaller planes, the fog probably prevented many of them from entering the airport as well, McGhee said.

Rain will improve air traffic, according to McGhee. For flying, he said, "Rain is better than fog."

FOR HOME DELIVERY OF THE ST

Exhibit A-8

A TODAY ... CALL 948-1702

gion B-2
ate B-4
siness B-5

Metro

B
Section

Median credited with saving lives

By DIANE FLORES
Bee staff writer

MANTECA — The median barrier on the Highway 120 bypass may have kept a serious accident Wednesday morning from becoming a deadly one, authorities said.

A truck driver was seriously injured in the 8:20 a.m. incident that was caused by a combination of fog, speed and a few disabled tractor-trailers, according to the California Highway Patrol. The accident occurred when the truck driver swerved to avoid slamming into backed-up traffic on the westbound lane of the bypass, the CHP said.

But the scene could have been far worse if the barrier hadn't been there to stop the out-of-control big-rig from landing in the path of eastbound traffic, said CHP Officer Roger Townlin.

"The bypass had considerable commute traffic. The barrier may have saved some lives there," Townlin said.

The California Department of Transportation installed the barrier at a cost \$2 million following a campaign by a grassroots committee of local citizens and officials who demanded safety improvements on the 6½-mile, two-lane stretch linking Interstate 5 and Highway 99. It was completed in October.

The trouble started about 7:40 a.m. when a tractor-trailer broke down in the westbound lane of the fog-covered bypass west of Airport Way. Ten minutes later, another big rig jackknifed behind the disabled truck, causing traffic to slow to a crawl.

Low visibility on the bypass due to fog also was a problem as cars continued to approach the scene at high rates of speed, Townlin said. Then, about 8:20 a.m., a tractor-trailer traveling about 60 mph, swerved to the left to avoid hitting the backed-up traffic.

"He was coming up too fast in the fog," Townlin said. "He lost control and hit the

barrier."

The truck knocked out a portion of the concrete barrier before rolling over on its side. The driver, Bruce Madoski, 33, of Ripon, suffered serious injuries and was taken to Doctors Hospital of Manteca. A hospital spokesman listed him in stable condition Wednesday afternoon.

Flying debris from the damaged barrier struck some eastbound vehicles, but no one was injured, Townlin said. The overturned truck forced authorities to close the westbound lane of the bypass for 30

See Page B-2, MEDIAN

Exhibit A-9

MEDIAN: Barrier prevents collision

CONTINUED from B-1

minutes. Traffic was detoured at Airport Way.

The bypass opened in 1980. Since then, there have been 22 fatalities on the route, most of those due to head-on collisions. There have been no fatalities since the median barrier was installed, the CHP said. After Wednesday's episode, CHP officials lauded the community's successful efforts to improve the bypass.

Tuesday night, three people were injured, one seriously, during a single-vehicle rollover at the intersection of South Main Street and the bypass. According to the CHP, Steven Schneider, 42, of Lathrop, was driving a 1974 Chevrolet pickup with two passengers on southbound Main Street about 10 p.m. when he tried to turn onto the westbound bypass on-ramp.

Schneider, who the CHP said was driving at a high rate of speed, lost control, went off the south side of the on-ramp and rolled over several times across a grass median. The truck landed on its roof. Both passengers were ejected from the vehicle. Schneider and Manuel Miller, 33, of Lathrop, were taken to San Joaquin County General Hospital. The vehicle's third occupant, an unidentified woman, was treated at the scene and released.

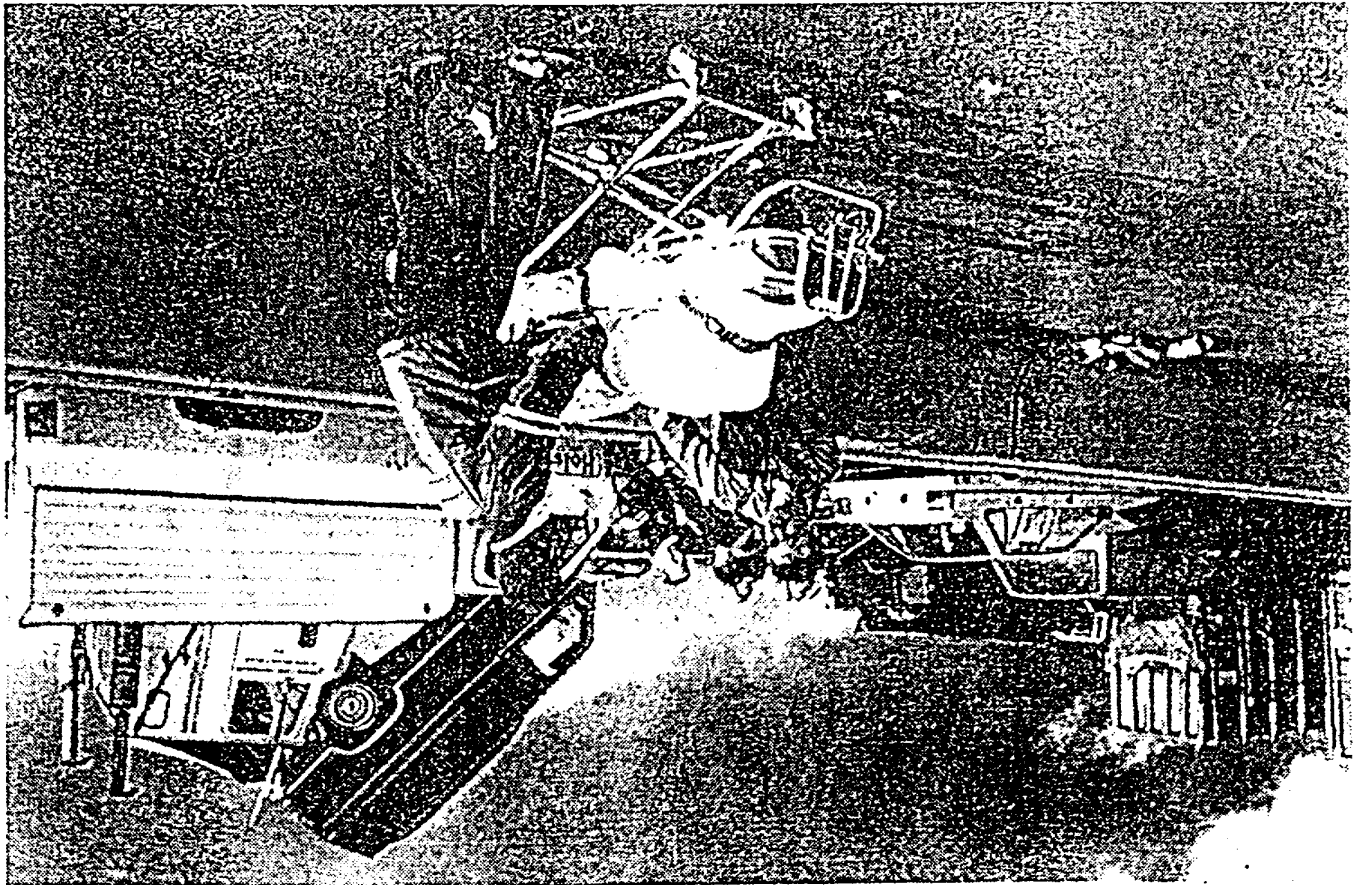
Hospital officials listed Miller in critical condition late Wednesday. Schneider, who was treated for moderate injuries, has been arrested on suspicion of drunken driving and was expected to be charged with felony drunken driving, the CHP said.

5-4-10

Rescue personnel work Monday at the scene of a chain-reaction collision on a Green Bay, Wis., freeway bridge. Three people were killed in the early-morning incident, which involved 52 vehicles, authorities said. "It was just horrible, terrible, to hear the brakes squeal, the gas tanks explode, to hear the people screaming," said Harry Suppanz, 35, a passenger in a truck that crashed and burned. At least 30 people were injured and taken to hospitals. Police Lt. Roy Johnson described the situation as "total chaos" after the crash on the northbound lanes of the Interstate 43 bridge over the Fox River. He said visibility was "just about down to zero" due to fog when the accident occurred shortly before 7 a.m. By afternoon, investigators were still trying to determine the sequence of events that started the pileup, said Police Inspector Jim Taylor.

Three die in foggy crash

Associated Press



THE VALLEY HERALD
Tuesday, March 13, 1990

6A

Dust-smothered pile-up kills one



Tulare County firefighter Sheldon Copeland sits on watch for fire and leaking fuel from the wreck on Freeway 99 Wednesday.

Two-dozen cars, trucks collide; rescuers surprised toll not worse

By Bruce Whitworth
Advance-Register

Officials are amazed that only one man was killed when a freak dust storm along Freeway 99 just south of Tulare cut visibility to zero and triggered three chain-reaction collisions.

"We were really surprised when we got everything pulled apart and there was just the one driver killed," said Battalion Chief Gary Marshall, Tulare County Fire Department. "We were grateful that's all there were."

In addition to the fatality, 22 people were taken to area hospitals for treatment of injuries ranging from critical to minor after the 3 p.m. accident. Nine were admitted and the rest released after treatment.

Reports said a total of 15 cars, pick-up trucks and big rigs collided in the northbound lanes before the dust settled.

One witness described the tragedy this way:

"You couldn't see nothing but brake lights," said Deborah Wilkerson, who was a passenger in a big rig from North Carolina that was able to stop before plowing into the rear of another big rig. "The dust just came up and started swirling around and looked like a big cloud and little dust devils."

"It went as fast as it come," she

More inside
• Fire captain recalls scene
• Strong winds a surprise
• Who was hurt, how badly
• Storm did other damage

said. "Then it got real quiet and a you could hear was tinkles as glass or something would drop off and the road. Then we heard screams and people yelling — I guess they were coming to their senses."

The accident stretched local ambulance, police and fire departments to their limits and filled emergency rooms of three county hospitals. Emergency medical technicians scurried from one bleeding victim to another while fire department rescue crews worked with the "jaws of life" trying to remove the injured from crushed vehicles.

Michael Callahan, 76, of Le Beach — the accident's only fatality — was killed when his Buick pickup truck also was destroyed the same pile-up. Its two teen-age passengers critically injured. Third youth in the pickup truck was thrown clear and suffered a

(See CRASH, Page 10)

Local hospitals inundated with accident victims

By Steve Breen

Controlled chaos would probably best describe the scene inside local hospital emergency rooms for medical personnel treating victims of Wednesday's deadly pileup.

"It's chaotic, very busy, but it ran very well," said Don Schultz of Tulare District Hospital about the reaction of the emergency staff to such a large-scale disaster.

Also satisfied with his hospital's response was Trini Juarez, patient care manager for Kaweah Delta District Hospital in Visalia.

"We followed our disaster plan, and it worked out great," said Juarez.

When the call for three ambulances came from the California Highway Patrol at about 3:21 p.m., "we knew immediately it was a bad one," said Schultz, Tulare District's patient care nursing manager.

Hospital staff sprang into action. Two available ambulances rushed to the site, Schultz said, providing emergency aid to the injured and relaying word back to the hospital on what to expect.

"We knew we had approximately 17 patients, and we determined our level of service from there," Schultz

The wreck occurred just the hospital staff was changing shifts. Schultz said he held over those people to help other workers just beginning their shift.

Once the patients started arriving, he said, they were brought to a "triage unit" where nurses reassessed their conditions. Areas were set up within the emergency room itself for treatment of those with major or minor injuries, Schultz said.

Ironically, the hospital had finalized its new disaster plan only a week earlier.

"This was our first opportunity to put it into action, and we felt it came off very well," Schultz said. "Because of the triage, bringing people into it, it went relatively smoothly. We didn't have patients waiting in the hallway."

The hospital sent the most critically injured patients to Kaweah Delta, which is the county's designated trauma center.

After receiving a call from Tulare District, Juarez said he called in extra doctors, nurses and support staff to treat five patients with major injuries.

The hospital's proximity from the accident scene and Tulare District gave officials enough time to fully mobilize, said Juarez. "That extra 10 minutes in transport time gave us a little extra time to prepare."



A mountain of rescue workers free 16-year-old Randy Terrell from his pickup truck, smashed and perched atop the car that carried Michael Callahan, who was killed in the crash.

Exhibit A-11, p. 1

Editorials

The Modesto Bee

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Crashes in the fog

The instant horror of an accident in the fog was conveyed in *Bee* reporter Stuart Gordon's account of a fatal pile-up on the Manteca bypass, quoting a truck driver, James Armstrong Jr. of Lathrop:

"I looked up in my rear-view mirror and all of a sudden I saw a bunch of cars coming out of the fog. They just slammed on their brakes and started running into each other and the cars in front of them," he said.

"There were cars between me and them. I heard this pretty big explosion and saw a big ball of fire through the fog about 100 yards back."

The story went on to relate how Anderson and Arnie Brockmeyer, a driver from Sonora, and others bravely went to work, trying to rescue people "when all hell broke loose at 8 a.m...."

The very next day, more terror in the fog occurred near Stockton when a south-bound Amtrak train collided with a big truck hauling syrup from the Hershey plant at Oakdale. Three were killed — the engineer and the fireman on the train, and the driver of the truck. At least 24 passengers were hurt seriously and another 31 were hurt badly enough to require medical checks.

Fog must have been a factor. Apparently the driver did not see the train at all.

The fog is deceptive. When you set out from home it may not seem too thick, you think. A few blocks later, it's so dense you can hardly see. Lights loom up on you. The windshield clouds and ices.

For thousands of drivers, on a freeway or fast road, too many drivers are going too fast, taking chances.

Collisions are inevitable. It's a wonder more people aren't killed or injured.

What's a driver to do?

All the defensive driving skills in the world may not save you if someone hits you. Slow driving can make you feel exposed to the impulses of impatient drivers to get around you.

It makes you appreciate mass transit.

In spite of the Amtrak wreck, you know a train is much safer than driving. Even a bus would be safer. If more people car-pooled, there would be fewer cars.

SOME OF THESE MORNINGS of worst fog, it may be prudent to just say no, to cancel the trip.

Schools cancel bus trips. Airports shut down.

It's hard advice to someone getting ready to go to work, maybe not even practical.

But the image of "all hell breaking loose" in thick fog could be enough to keep some drivers safe at home.

Exhibit B, p. 1

Letters

Fogbound highways

The FAA decides when the airport is safe to operate. The Department of Highways determines when it's safe to travel snowbound highways. They also control the commuter lanes and the bus lanes. Why don't they control fogbound highways? How many more must be killed before something is done?

AL TRZNADEL Modesto

Exhibit B, p. 2

letters

Rallying for signs to reduce speed

Editor: Bulletin

Monday morning was the second time in two years that I have been in the middle of a multi-vehicle accident in the fog in which a Manteca resident was killed a hundred yards behind me. There is no excuse for allowing this carnage to continue.

Monday morning I was in commute traffic moving into the merge point from Highway 120 at the "Mayhem Mile" of I-5 doing a reasonable speed for the fog conditions (30 mph) when the group of vehicles I was leading came to a safe stop at the traffic jam on I-5. Barely. I kept my eye on my rear view mirror just in case and was horrified to hear a collision and see a car climb over another car two cars behind me, and watch the gas tank on the front vehicle explode. A gas tank explosion is not like what you see on TV. It's an evil looking vertical snaking orange and black twisting flash with a life of its own. Because of the accidents ahead emergency vehicles were already on the scene. Even so, I pulled off on the shoulder a ways followed by the lady immediately behind me since the roadway was so dangerous, and then we got out to help.

Four lanes to our left, traffic began to slam into the stopped vehicles on I-5: a U-Haul truck pulling a trailer, a big rig, lots of other cars, small cars ricocheting between the bigger ones as the drivers attempted to thread the lots between the obstructions while they were skidding. There were 10 or 11 of those squealing brakes impacts in the few minutes we watched helplessly. SscreeeeEEEEEEBANG! The fog was so wet the road was slick, and there was no way to stop in time if the speed exceeded 30 mph. I didn't see the fatal collision and I don't know which of the many crashes it was, but it was very close.

I was in the middle of a similar situation on 120 on Dec. 14 last year, again at a maximum safe speed of 30 mph and barely had time to swerve around the flatbed truck containing the man who was killed there moments later by a van a half dozen vehicles behind me. The fast lane stopped a dozen vehicles further, both lanes blocked by a multiple-vehicle accident that had spun across the center line a hundred yards beyond that.

This carnage is preventable.

We all know people shouldn't drive too fast for such conditions. If you cannot stop within the distance you can see, you are in trouble. If you are relying on the tail-lights of the guy ahead of you like so many people did on I-5 Monday morning, when he runs smack into the obstruction in front of him you are NOT going to be able to stop in time. And neither is the guy behind you who

was doing just what you were doing. I was rather surprised to read CHP Officer Ken Milligan's comment in Tuesday's *Bulletin* that "visibility was about 100 feet, which means that a vehicle moving faster than 30 mph would not be able to stop in time." I guess that means I've finally learned. I've heard the instructions to slow down. I've heard them for years. Yet it has taken 28 years of driving and some very frightening first-hand lessons (and some recent nightmares) to learn what that maximum safe speed is. It is unreasonable to expect drivers who have not experienced this sort of tragedy to automatically grasp the dry lesson in a classroom or the Vehicle Code Summary. To get them to slow down, the state should tell them what speed to drive, out there, on the road, where it counts.

Caltrans has the technology available to it now to reduce this carnage. They are already using it: message boards on the Bay Bridge and adjacent to Los Angeles freeways, message boards and changeable speed limit signs on Interstate 80 over Donner Summit, and so on. Is there any reason Caltrans thinks fog is less dangerous than snow? For less than the state is going to spend on fixing the Nimitz Freeway, Caltrans could place locally programmable high-intensity variable speed limit signs adjacent to the freeways throughout the San Joaquin Valley, and give CHP local option to reduce the posted speed as local conditions dictate. And at occasional locations they could add larger message boards programmable to display such messages as: "Danger! 30 mph Speed Limit" or "Accident Ahead, 30 mph Max" or "I-5 Closed, Accident, 30 mph Max," and so on. The technology exists now to centrally coordinate such message boards, and eventually to adjust the posted speed automatically based on electronically measured speeds, congestion, and especially visibility.

And the Legislature could back this up with legislation making it a felony to run into anybody in the fog when exceeding one of these reduced speed limits. After all, driving blind is no less hazardous than driving drunk.

If such a system were started now, even a simple system, we could reduce this carnage within a few years. Doesn't fog kill more freeway users every year in the Valley than the earthquake killed in Oakland? Isn't it time to do something about it?

Caltrans and the 120 Connector Improvements Steering Committee did a wonderful job on the 120 barrier. Is there a way the committee could get together and get behind solving this deadly fog problem? Can we get together on this, all of us?

Michael J. Barkley

Exhibit B, p.3



The Selma Enterprise

and
The Selma Irrigator



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6 Wednesday, January 31, 1990 ■ Volume 104, No. 44

Highway accident deaths are caused by speed, fog

THE COMMUNITIES of Selma, Kingsburg and Fowler should be in a period of mourning over the deaths of five traffic victims on Freeway 99 last Tuesday.

The chain of accidents in the south county involving more than 50 cars was not the fault of citizens of these communities, but the deaths were unnecessary and they all could have been prevented — if only drivers would slow down in the thick fog.

Many of the officials and others who were investigating the accident and assisting the injured, expressed, sadly, the same observation: they were driving too fast! Several of the officers said the same thing: drivers were passing the scene of the accidents driving at least 60 miles an hour, in spite of lighted flares in the hands of officers, tow trucks, ambulances and other emergency vehicles.

What causes individuals to do that when they cannot see more than 100 feet because of the fog and when they could not stop in that distance because of the wet pavement?

The lives of five people were snuffed out in one chain-related accident last Tuesday morning. One man was burned

alive when his pickup truck was crushed so badly he couldn't get out. The gas tanks on the vehicles ruptured, creating the rapidly spreading blaze. Four persons in one family perished, and the wreckage was piled so thick fire trucks could not get through to extinguish the blaze. Ambulances were delayed, so thick was the carnage and wreckage. And it all was so unnecessary if drivers would slow down when driving in the fog.

The California Highway Patrol has preached the message of slowing down countless times. Fog in the valley is not new. It has always been here and it has always been dangerous. What is new is the prevalence of tragic highway accidents such as we have had on the freeway this winter. The only thing that has changed is that traffic is much heavier and the freeways are conducive to fast driving. That is what we must change if we are to stop the highway carnage. Drivers must be convinced that their lives depend on sensible driving. Just because a highway is three lanes wide in each direction doesn't mean that it is safe to drive so fast that the car cannot be stopped quickly. Until drivers all realize that, no number of highway patrolmen can make the highways safe.

And you may be the next victim.

Exhibit B,
p. 4

letters

Time to do something about fog driving

Editor: Bulletin

On Dec. 26, 1989 you published a letter from me calling for public cooperation in reducing the hazard of driving in fog on freeways in this vicinity. The response has not exactly been overwhelming. Even so, I have submitted the following suggestions to Assemblyman Johnston:

The California Basic Speed Law is not working during these fog conditions. When you slow below 40 mph you are as vulnerable to collision from the rear as you are to running into stopped traffic in front. It is not safe to violate that law AND it is not safe to comply with it. The state needs to tell drivers what speed to drive out there on the road where it counts. Anyone believing the Basic Speed Law is working has not been through one of these incidents. Ninety percent of the drivers I see in such fog conditions are passing me, and I am usually driving too fast.

I propose a three-phased sign system the help reduce these speeds:

1. As with the "Daylight Test Section" signs, unlit signs stating "Fog Test Section—Maximum Safe Speed is Farthest Visible Sign," followed by a series of speed limit signs (20, 30, 40, 50) placed beyond the first sign at intervals corresponding to stopping distances. Although less effective than the other phases, this is cheap, and could be done quickly on freeways now, and other routes later. If that isn't cheap enough, the first sign could be made the same size as the other four, and simply say "Fog Test," and then enlist the media to spread the word. In fact, it probably wouldn't be necessary to make more than one set in five with the larger sign as long as once in awhile the larger sign appeared in a sequence so motorists would understand what the smaller signs meant.

2. High-intensity lit remotely-programmable variable speed limit signs on which the posted limit could be reduced at the option of the local CHP with an infrared device like you use to change your TV channels, and later on a command from a CHP central dispatch center. The Legislature should supplement this by making it a felony to run into anybody at speeds exceeding such posted reduced-speeds. After all, it's as dangerous as driving drunk, or firing point black into a crowd with your eyes closed. Allowing CHP and Caltrans to use radar, one of the most effective speed monitoring devices in the fog, would also help save lives.

3. Large message boards like the ones Caltrans has installed in Los Angeles to warn of traffic problems ahead, again centrally programmable, with messages like "I-5 closed at Mossdale — slow to 20 mph" or some such. The spreading network of pavement sensors should be tied in, and a system to detect visibility problems (lasers and reflectors?) should be designed and

installed.

All of this involved off-the-shelf technology, most of which Caltrans is already using elsewhere.

Since then (Dec. 1989) I have heard some other ideas:

1. Require big rigs (that is, tractors, trailers, and container chassis) be equipped with ABS brakes to prevent jack-knifing. A trucker friend pointed out that a retrofit would be too expensive, but suggested that it be imposed for all new equipment built or sold after some selected date — he would welcome that change. In 10 years, the jack-knifed truck problem could disappear.

2. In Europe, fog lights include a high-intensity red light mounted in the rear. One high-mileage salesman I spoke with begged his Mercedes dealer to install one on his car after he was in the middle of one of these fog-related scrapes on Highway 4 east of Stockton while waiting for a train to pass. He was told state law prohibits such a safety feature.

3. On certain turnpikes back east, overhead signs are sensor- or radar-controlled so that when you exceed the speed limit they light up with your speed and tell you to slow down to the posted speed. Tied in with locally set limits suggested in Phase II above, this could be very effective.

4. On certain highways in Michigan where a fog hazard has been identified, and on certain similar freeway exit ramps south of Portland, Ore., heat-emitting lights have been set into the pavement, which raise the temperature of the air above the roadway creating a "tunnel of visibility" for the traffic. This seems rather expensive for most long stretches, but might help for the I-5 Mossdale Bridge.

5. One person I spoke with mentioned that lately it seems to her that after Caltrans repaves, when they restripe the pavement they are not restoring the 3-2-1-break-exit system of notifying motorists that they are approaching a freeway exit: first three plastic reflectors, then 2, then 1, then a break in the fog line, then an exit. If Caltrans has given up this important warning system, Caltrans should be encouraged to resume it.

As with the signs after Phase I, most of these concepts would require legislative intervention. So far Assemblyman Johnston has not acknowledged that there is any need to improve safety on the freeways around here during the fog. If you feel differently, you might tear this letter out of the paper and write "ME TOO!" across the bottom, or write your own letter, and send it to Assemblyman Patrick Johnston, 31 E. Channel Street Rm. 306, Stockton Ca. 95202. Perhaps he is just waiting to find out whether or not you care. Maybe together we can persuade him that this public safety gap deserves his attention.

Michael J. Barkley

Exhibit B, p. 5

Driver's plea

I knew in advance the headline would read "Valley fog kills" This headline is only partly true. The true responsibility lies with those drivers who violate the No. 1 rule of driving — do not drive faster than is safe for conditions.

I drive to Fresno every day. I have been passed by some drivers and tailgated by others who were obviously irritated by my reduced speed.

Recently I experienced the most frightening event of my life. I was involved in the chain-reaction accident on 99. I managed to stop my car and get it off the roadway. Other drivers did not have time to stop. As a result five people died, numerous others were injured, and a lot of sheet metal was bent.

Valley drivers should learn from this. It is not business as usual. When it is foggy, they should slow down. When visibility is reduced, and the roadway wet, and they cannot see what is happening ahead of them, they should react and stop their vehicle in a safe distance from "normal" highway speeds.

I pray that no one else dies needlessly, is injured, or experiences such a frightening event.

MARK VANCE

Exhibit B, p. 6

Letters to the Editor
Tulare Advance-Register
P. O. Box 30
Tulare, CA 93275-0030

May 26, 1990

Dear Mr. Ellis:

The tragic pileup in the dust storm Wednesday didn't have to happen for at least two reasons. We've heard a lot about the well-publicized reason, people need to slow down. But the other reason is that the State has the technology NOW to warn motorists that such specific conditions are immediately ahead and the State isn't using this technology to save lives in the Central Valley like it should be.

We are a small group of people from the various Central Valley Fog Belt cities who are working towards improving traffic control systems on the freeways to cut down on this carnage in the fog (or in blowing dust). Our organizing efforts started with a letter you published in early February listing specific sign systems similar to those the State already has elsewhere. The goal of such systems is to: 1) advise the motorist of the maximum safe speed for conditions, out there, in the fog (or dust), where it counts, 2) warn of obstructions ahead and warn when speeds exceed the safe speed, and 3) enforce compliance with such warnings.

We have not gotten very far with the State since they say they do not have the money to install in the Central Valley to save lives the types of systems they are installing in the Bay Area and Los Angeles to reduce congestion. Convenience on the Coast is more important than lives in the Valley. On the other hand, after the Green Bay, Wisconsin, pileup on March 12, an idea emerged which could deliver the message to motorists quicker than the sign systems. While costing the State nothing, it could generate State Sales Tax revenue and help cut down the slaughter until the State gets moving with the rest of the program.

Once the first collision occurs in impaired visibility, the fastest way to warn the next victim so that they won't add to the pileup may be Citizens' Band Radio. As the enclosed letter shows, we've requested the President of Radio Shack to petition the Federal Communications Commission to designate a CB channel as a "traffic advisory" channel like the current emergency Channel 9, but less restrictive. With the dozens of eyes and ears all around you on the highway at any given moment, with this sort of Channel driving in fog or blowing dust would no longer mean being cut off from knowledge about hazards ahead. Not everyone would need a radio - just watch the truckers. But eventually anyone doing a lot of driving will want one.

After Wednesday's accident we phoned Radio Shack's Texas offices to find out their position. They are very supportive but state that since 1980 the FCC won't listen to manufacturers, and instead suggested we approach REACT International for help. We will be doing this, but either way, we will move ahead with a petition to the FCC. We invite your readers to join us (Mike Barkley, 161 N. Sheridan Ave. #1, Manteca, CA 95336, 209/823-4817 or Bryan Whitworth in Tulare, 688-9369) in this effort and in lobbying the State for these traffic systems. This is an election year, and that's a good time to remind Sacramento and Washington that we have a lot of votes in the Central Valley. And while you're at it, send your legislators a copy of this letter with "ME TOO!" written across it. Thank you.

Bryan Whitworth
516 So. Spruce
Tulare, CA 93274

Exhibit B, p. 7

Michael J. Barkley
161 N. Sheridan Ave.
Manteca, CA 95336

Michael J. Barkley
161 N. Sheridan Ave. #1
Manteca, CA 95336
209/823-4817

December 18, 1989

Assemblyman Patrick Johnston
31 East Channel, Rm. 306
Stockton, CA 95202

Dear Assemblyman Johnston:

This morning I was in commute traffic moving onto I-5 from Hwy. 120 doing a reasonable speed for the fog conditions (30 mph) when the group of vehicles I was in came to a safe stop at the traffic jam on I-5. Barely. I kept my eye on my rear view mirror just in case and was horrified to hear a collision and see a car climb over another car two cars behind me, and watch the gas tank on the front vehicle explode. Because of the accidents ahead emergency vehicles were already on the scene. Even so, I pulled off on the shoulder a ways followed by the lady immediately behind me since the roadway was so dangerous, and then we got out to help.

Four lanes to our left, traffic continued to slam into the stopped vehicles on I-5: a U-Haul truck pulling a trailer, a big rig, lots of other cars, small cars ricocheting between the bigger ones as the drivers attempted to thread the slots between the obstructions while they were skidding. There were 10 or 11 of those impacts in the few minutes we watched helplessly. The fog was so dense the road was slick, and there was no way to stop in time if the speed exceeded 30 mph. I understand that in one of the crashes up on the bridge there was a fatality, burned beyond recognition. I was in the middle of a similar situation on 120 on December 14 last year, and drove around the flat bed truck containing the man who was killed there moments later.

This carnage is preventable.

We all know people shouldn't drive too fast for such conditions. Yet how do you get them to slow down if they know the idiot behind them could smash into them at twice their speed. The safe drivers need help. There is an easy answer.

For less than the state is spending to fix the Nimitz Freeway, the state could place electronic message boards adjacent to these freeways throughout the San Joaquin Valley, and give CHP local option to reduce the posted speed as local conditions dictate: "DANGER!! 30 MPH SPEED LIMIT" or "ACCIDENT AHEAD, 30 MPH MAX" or "I-5 CLOSED, ACCIDENT, 30 MPH MAX", and so on. The technology exists now to centrally coordinate such message boards, and eventually to adjust the posted speed automatically based on electronically measured speeds, congestion, and visibility, but at least if such a system were started now, this carnage could be reduced within a few years. I suspect fog kills more freeway users every year than the earthquake killed. Isn't it time to do something about it?

Please see what you can do. Thank you.

Sincerely,

Michael J. Barkley

Exhibit C-1

Michael J. Barkley
161 N. Sheridan Ave. #1
Manteca, CA 95336

209/823-4817

January 8, 1990

Assemblyman Patrick Johnston
31 East Channel, Rm. 306
Stockton, CA 95202

Dear Assemblyman Johnston:

Thank you for your letter of January 4, 1990.

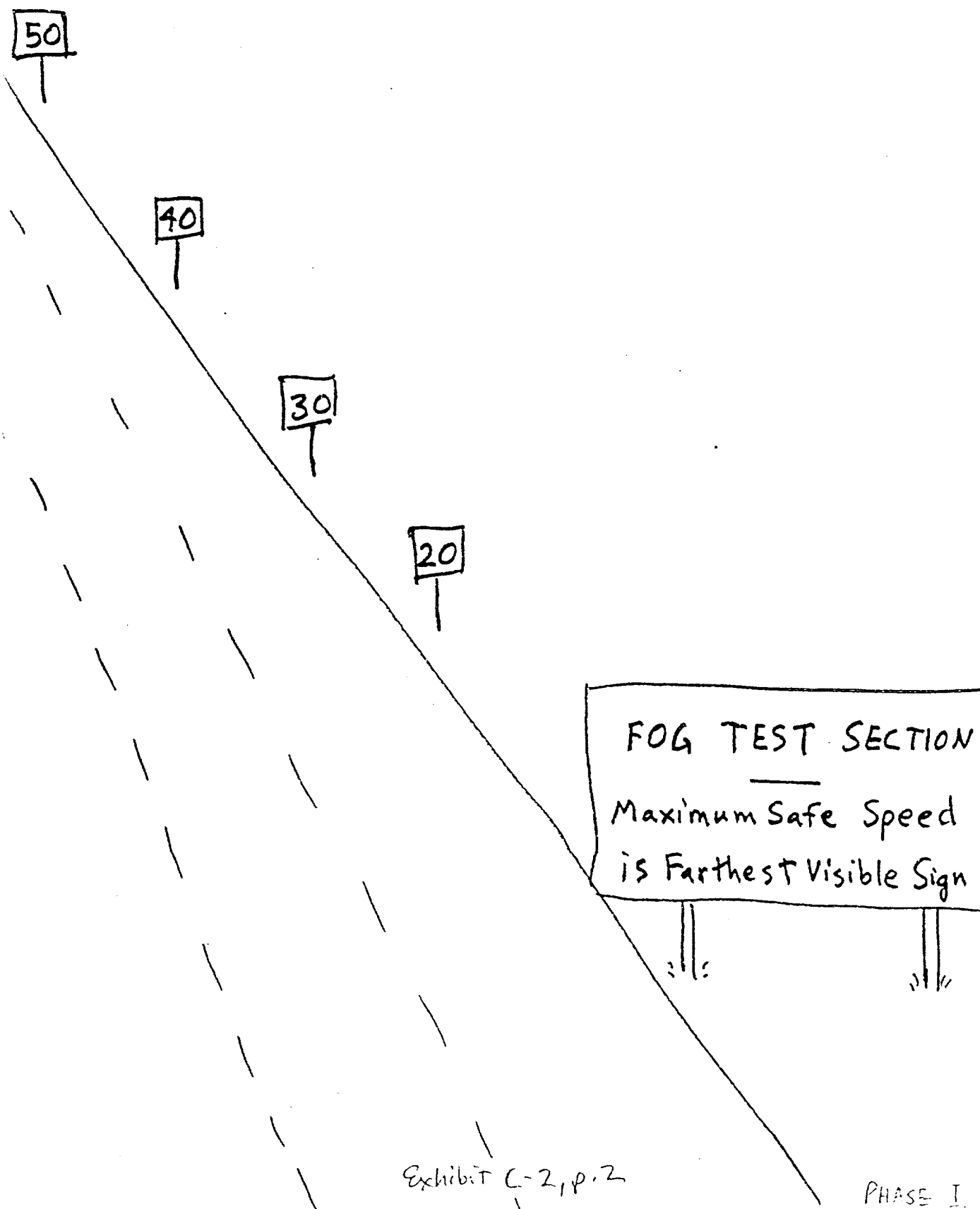
Enclosed is a sort of phasing I had in mind for fog speed warning signs. While Phase I would be super cheap, it probably would be far less effective than the other two phases. Would you ask CalTrans if they could experiment with something like this?

Thank you.

Sincerely,

Michael J. Barkley

Exhibit C-2, p.1





□ STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 445-7931

□ 31 E. CHANNEL STREET
RM. 306
STOCKTON, CA 95202
(209) 948-7479

Assembly California Legislature

PATRICK JOHNSTON
ASSEMBLYMAN, TWENTY-SIXTH DISTRICT
REPRESENTING SAN JOAQUIN COUNTY

CHAIRMAN:

FINANCE AND INSURANCE
COMMITTEE

COMMITTEES:

EDUCATION
GOVERNMENTAL EFFICIENCY AND
CONSUMER PROTECTION
JUDICIARY

January 4, 1990

Michael Barkley
161 Sheridan Avenue #1
Manteca, CA 95336

Dear Mr. Barkley:

Thank you for your December 18, 1989 letter regarding placing "electronic message boards" adjacent to selected freeways to reduce accidents because of fog conditions.

My Field Representative Carol Hemminger contacted Kate Riley, Consultant, Assembly Transportation Committee, on my behalf. According to Ms. Riley, there is no pending legislation that would provide for the installation of message boards such as you advocate. She added that "budgetary restraints" would be the main stumbling block to such a project.

I recently wrote a letter to Robert K. Best, Director, California Department of Transportation (Caltrans), regarding your suggestion to install electronic message boards along freeways in the fog-prone Central Valley. I enclosed a copy of your letter and asked Mr. Best to respond directly to you, with a copy to me.

I appreciate your taking the time to write to me. If I can be of assistance in the future, please feel free to call.

Sincerely,

PATRICK JOHNSTON
Assemblyman, 26th District

PJ:lc

Exhibit C-3

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

1120 N STREET

P.O. BOX 942873

SACRAMENTO, CA 94273-0001

(916) 445-8045

(TDD) 445-5945



January 31, 1990

Mr. Michael Barkley
161 N. Sheridan Avenue, #1
Manteca, CA 95336

Dear Mr. Barkley:

Assemblyman Patrick Johnston has asked the Department of Transportation to respond to your letter of December 18, 1989 suggesting possible aids to motorists to reduce the risk of driving during dense fog.

During the early 1970's, District 10, Caltrans, headquartered in Stockton, conducted tests with fog detection equipment and electronic changeable message signs. Unfortunately, the equipment tested failed to perform satisfactorily.

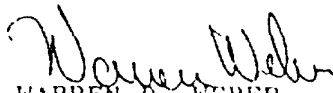
In addition to equipment failure, the study pointed out two major weaknesses to this concept and we believe they have not been resolved to date.

The first was the inconsistent nature of fog; it was impossible to predict with any accuracy where the fog would be from day to day. One could be driving along and suddenly find himself in a fog bank with absolutely no warning.

The second drawback was the reluctance of the average motorist to slow down before they actually entered the fog. We discovered that if the message "FOG 1/4 MILE AHEAD" was to be provided, very few drivers would slow down.

We appreciate your interest and thoughts on this subject. If you would like to discuss this subject further, you may wish to contact Mr. Jack C. Perry, District Traffic Engineer in Stockton, at (209) 948-7878.

Sincerely,


WARREN D. WEBER
Assistant Director
Legislative Affairs

cc: The Honorable Patrick Johnston
Member of the Assembly

Exhibit C-7

Michael J. Barkley
161 N. Sheridan Ave. #1
Manteca, CA 95336

209/823-4817

February 5, 1990

Mr. Warren D. Weber
Assistant Director
Legislative Affairs
Department of Transportation
Office of the Director
P. O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Weber:

Thank you for your letter of January 31, 1990. I would like to know more information about your District 10 fog sign tests. I have doubts as to it being a valid excuse for doing nothing for two reasons:

1) You tested systems 20 years ago: technology has advanced since then, you are using a lot of such new technology on the Bay Bridge or Donner Pass, and other states are using it in fog situations now.

2) If your test was as you say, with a sign that says "FOG 1/4 MILE AHEAD", then someone has missed the point. I already know there is fog 1/4 mile ahead. The message I want to see is "35 MPH FOG AHEAD" or "25 MPH FOG AHEAD", or "TRAFFIC STOPPED 1/4 MILE AHEAD". Sure, motorists are going to ignore a vague warning like the one tested. And I realize that fog is patchy. But what we've got now is CalTrans and CHP aware of how bad it is in these patches, without warning the rest of us.

Accordingly, if District 10 can still put their hands on the file, I hereby request under the California Public Records Act a complete copy of that testing file, for which I have enclosed an advance of \$100.00 pursuant to California Government Code Section 6257. Please keep in mind the 10 day limit for a response in Section 6256.

Thank you.

Sincerely,

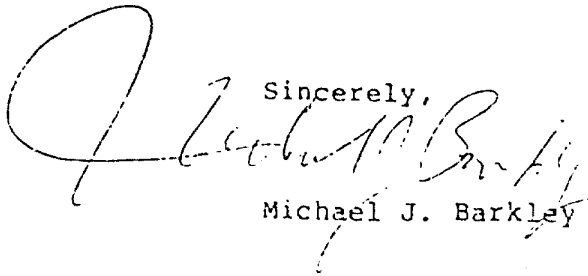

Michael J. Barkley

Exhibit C-5

Michael J. Barkley
161 N. Sheridan Ave. #1
Manteca, CA 95336

209/823-4817

February 5, 1990

Mr. Warren D. Weber
Assistant Director
Legislative Affairs
Department of Transportation
Office of the Director
P. O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Weber:

I received your rather incredible letter informing me that there is nothing CalTrans can do to cut down on the carnage in the fog on the freeways.

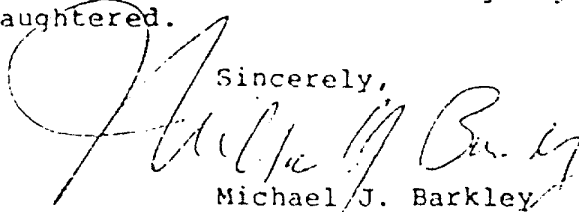
I supposed I should have expected that. CalTrans is already standing by while the combined municipalities and county governments of San Joaquin and Stanislaus Counties are making plans to dump 90,000 more commute vehicles into each I-580 rush hour over the Altamont - no mitigations, no nothing. Good job, guys!

Now I'm supposed to sit back and accept your statement that you can do nothing to reduce the tendency of me and my 4.5 million Central Valley neighbors to turn ourselves into barbecued hamburger in the fog on the highways you design and operate? Don't you think it's rather strange that CHP doesn't accept your fatalistic attitude? When there is an accident in the fog the men and women of CHP risk their lives out there to put out flares going back for miles some times. And flares don't even tell us what the problem is unless we've been through it a few times. If CHP can come up with flares, don't you think you could come up with something better than "Que sera?" I want two things: 1) Warning of what the maximum safe speed is for conditions, and 2) Warning that I am about to die in a few seconds, thank you very much. You do it for the Bay Bridge, you do it for the Sierra passes, you do it for head-on collisions where you can see for miles, now do it for us.

Or so help me God I will buy me a fleet of hearses and hold a parade in Sacramento every time there is one of these pileups.

Technology is changing. Other states are doing what you say you can't. Enclosed are some more ideas. Surely you can find a pony in there somewhere. I would like to cooperate with you, and build you as much public support as you need to get decent controls budgeted, but I am not about to go to my death out there without having tried. And I'm not going to sit idly by and watch my neighbors slaughtered.

Sincerely,



Michael J. Barkley

Exhibit C-6

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

1120 N STREET

P.O. BOX 942873

SACRAMENTO, CA 94273-0001

(916) 445-8045



February 7, 1990

Mr. Michael Barkley
161 N. Sheridan Avenue, #1
Manteca, CA 95336

Dear Mr. Barkley:

I am returning your check for \$100. I have asked Jack Perry in Stockton to provide you with a copy of the study conducted in District 10 during the 1970's.

Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Warren D. Weber".

WARREN D. WEBER
Assistant Director
Legislative Affairs

Enclosure

cc: Jack Perry

Exhibit C-7



STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 445-7931

31 E. CHANNEL STREET
RM. 306
STOCKTON, CA 95202
(209) 948-7479

Assembly California Legislature

PATRICK JOHNSTON
ASSEMBLYMAN, TWENTY-SIXTH DISTRICT
REPRESENTING SAN JOAQUIN COUNTY

CHAIRMAN:

FINANCE AND INSURANCE
COMMITTEE

COMMITTEES:

EDUCATION
GOVERNMENTAL EFFICIENCY AND
CONSUMER PROTECTION
JUDICIARY

February 8, 1990

Michael Barkley
161 Sheridan Avenue #1
Manteca, CA 95336

Dear Mr. Barkley:

I received your "draft" letter to the editor, Manteca Bulletin, regarding installation of traffic control devices, including electronic message boards, along sections of Interstate 5 to reduce accidents during fog conditions.

In your letter you say "So far, Assemblyman Johnston has not acknowledged that there is any need to improve safety on the freeways around here during the fog."

From the day Caltrans finished construction of the Highway 120 Bypass in 1980, I was concerned about the safety of driving on that roadway, particularly during foggy weather. I continually pressed Caltrans to construct a safety barrier on the 120 Bypass to prevent deaths and injuries from accidents caused by foggy conditions and/or the passing lane design of the road. It took several deaths and an outpouring of community support before serious attention was paid to constructing a concrete safety divider. Today, when you drive over the 120 Bypass you are protected by a \$2.3 million safety barrier, built not solely because of my efforts, but also because of the organized and persistent support from the community of Manteca.

I take your suggestions for fog control measures on Interstate 5 seriously. In my January 4, 1990 letter to you I indicated I wrote to Robert K. Best, Director, Caltrans regarding your suggestions. Subsequently, my staff forwarded the additional information you provided on this issue to Mr. Best. I received a letter from Mr. Best January 16, 1990

Exhibit C-8, p.1

saying he has asked Warren Weber, Assistant Director for
Legislative Affairs, Caltrans, to look into this matter and
to respond directly to you. As you know, I requested that
a copy of Mr. Bests' response be sent to me.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Johnston", written over the printed name.

PATRICK JOHNSTON
Assemblyman, 26th District

PJ:lcc

Exhibit C-8, p. 2

Michael J. Barkley
161 N Sheridan Ave. #1
Manteca, CA 95336
209/823-4817

February 8, 1990

Assemblyman Patrick Johnston
31 East Channel, Rm. 306
Stockton, CA 95202

Dear Assemblyman Johnston:

Thank you for your letter of February 8. Wow, the mails must be fast these days!

I regret misinterpreting your letter of January 4. In the past when I received letters saying a legislator would check with so-and-so they've usually been followed two or three months later by a letter saying so-and-so said they're sorry, nothing can be done. While I might accept that in regards to FEMA refusing to accept flood plain information on Manteca (Cranston), the Federal Highway Administration saying there's nothing they can do to prevent the appropriation by three Stockton developers of 100% of the capacity of Federally-funded I-205 (Shumway), or the California Department of Real Estate saying there's nothing they can do about Winchell Construction selling through Silva Real Estate hundreds of homes Winchell knew had a flooding problem that was not disclosed (Johnston, 11/17/88 et seq.), I am not going to accept a kiss-off on this fog safety issue.

I am well aware of your support for safety measures on SR 120. I still have all your letters you sent me on that issue in my Pat Johnston file. I also appreciate the median barrier very much. Robert Travers of Manteca died a hundred yards behind me in the fog on that highway on December 14, 1988. We were all backed up behind a multiple-vehicle accident that had spun across all three lanes between Daniels' Estate and the Airport Way exit, although accidents further on had backed the traffic up to that accident point. The barrier eliminates most such spinouts, although it probably would not have saved Mr. Travers. The barrier also seems to affect the fog: when the wind is light, the barrier itself seems to hold in the traffic heat opening up a sort of tunnel effect along the lanes with much better visibility than on the ramps.

On the other hand, while you were sending me those letters you ignored three others (need for specific drug control legislation, need for freeway impact mitigation fees, inquiry on state policy on agricultural land conversion, need for a state-level environmental appeals board). What am I to think? I did receive your Christmas card, thank you. Did you send one of your cards to the Degler family of 1294 Sprague in Manteca? Mr. Degler was the December 18, 1989 fatality.

A copy of the letter I actually sent to the Bulletin is enclosed. Although they have withheld only 2 or 3 of the 20 to 30 letters I have sent them over the past two years, they have not published this one, so if you would like it revised please let me know what wording you would like me to use. In the meantime, you know CalTrans isn't going to do anything unless somebody lights a fire under them or someone with your clout helps them make a decision. How about some help?

Sincerely,

EWING C-9

Michael J. Barkley

Michael J. Barkley
161 N. Sheridan Ave. #1
Manteca, CA 95336

209/823-4817

February 14, 1990

Mr. Warren D. Weber
Assistant Director
Legislative Affairs
Department of Transportation
Office of the Director
P. O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Weber:

Thank you for sending me copies of the reports on the testing CalTrans performed 18 years ago on fog monitoring equipment linked to changeable message boards. As I wandered through them, some points stuck out:

There wasn't much fog that year:

[Bemis, Technical Report Standard Title Page] "Due to atypical meteorology, there was insufficient dense fog for adequate testing."

[Bemis, p. 3] "Data from Operation Fog-Bound Statistics (2) indicated:

Fog Season	68/69	69/70	70/71	71/72
Fog Hours	171	235	217	1,036

Fog hours are defined as all hours in which visibility was restricted due to fog at any location within the area. The winter season (1972/73) we picked for research of fog detectors had only 163 fog hours."

The signs were not adequate:

[Juergens, p. 4] "The sign chosen was not sufficiently large to be adequately visible in adverse weather. ... Although the sign seems large at close range, it does not stand out from its surroundings in either foggy or clear weather."

[Juergens, p. 6] "The illumination of the sign was not proper for night time or fog conditions. ... During periods of heavy fog, however, the sign was still difficult to observe."

[Bemis, p. 6] "We had neither the lead time nor the money to provide a sign bridge over the roadway (this is what we should have provided)."

[Bemis, p. 12] "The location and size of the signs were not effective enough to catch the drivers' eye."

Standards for visibility weren't fully developed:

[Juergens, p. 2] "The lack of dense fog precluded the analysis of a statistical relationship between the estimated visibility and the parameter measured by the automatic fog sensors. ... It was not determined how well

Exhibit C-10, p. 1

February 14, 1990

visibilities measured by the various instruments were related to visibilities on the highway."

[Juergens, p. 10] "The lack of dense fog at the test site kept us from obtaining data with which to generate the statistical relationships. It is felt that this relationship must be obtained before proceeding with the planning, design, or operation of a fog-hazard warning system."

Some of the instrumentation was inadequately tested:

[Juergens, p. 12, regarding Meteorology Research, Inc., Fog Visiometer] "It was not possible to obtain observations of highway visibility while the Fog Visiometer was installed due to a lack of dense fog at the test site."

[Juergens, p. 15, regarding Kahl Scientific, Videograph] "However, the short duration of field exposure (1 month) was not sufficient to demonstrate the instrument's durability."

[Juergens, p. 15, regarding AeroVironment, Inc., Highway Fog Monitor] "The instrument was observed to be flashing at the slow rate when the visibility was low (around 250 feet). When notified of this problem, the supplier removed the instrument for servicing and did not return the instrument to the test site. Since this was a prototype instrument, the supplier was not able to replace it with another instrument."

Some obvious potential components were not tested at all:

[Juergens, p. 16] "It does not seem feasible at this time to warn the motorist of stopped vehicles (via loop detectors or radar for example). Why not?

The messages were too vague:

[Bemis, p. 9, relevant messages from] "Figure 8, Arrangement of Console with messages available": ... "Dense Fog Ahead", "Dense Fog 2 Miles", "Dense Fog 4 Miles", "Slow Wreck Ahead", "Slow Wreck 2 Miles", "Slow Wreck 4 Miles".

[Bemis, p. 10] "If an accident occurred during the period of dense fog, the sign message would alternate 'DENSE FOG AHEAD' - ' SLOW! WRECK AHEAD'".

With most California drivers these days acting like "slow" means 55 mph in a 55 mph zone, this really needs to be expressly stated as maximum speeds in miles per hour, such as 50, 40, 30, 20, etc.

Just reading the reports gave me the feeling that the tests were both overdone and shorted at the same time: there was some sort of hurried push to "test something", the test included some fairly elaborate equipment for the day, essential components of the test were shorted like the message boards themselves or the messages used on them, test circumstances were not really adequate to give it a fair opportunity since that year had less fog than any of the previous five and there is no reporting of how dense the fog actually was, and so on. It was not scientifically rigorous.

Exhibit C-10, p. 2

February 14, 1990

Has any of this research been updated since then?

I would very much like to see the concepts dredged out of the files, the technology updated, the testing phased to examine alternatives in increasing order of testing cost and complexity, the messages furnished motorists sufficiently precise to enable them to know what the maximum speed should be in miles per hour, the test continued long enough to get an adequate measure of both performance and public response under the right conditions, and a more rigorous production of test data and public response be sought. Is this possible? Is there a way CalTrans could fit further tests within its safety budget?

I was quite impressed by the copy of Mr. Walsh's letter that you sent me showing how the 3-2-1-break-exit marking system evolved to help CHP officers locate the exits without risking rear-end collisions, and how the commercial trucking industry picked up on that and praised it. Perhaps a passive system like I suggested (five signs: "FOG TEST", "20", "30", "40", "50" at distances coinciding with stopping distances) might meet a similar level of appreciation. Would you have any idea how much such a test might cost? Perhaps I could contribute a bit towards the first one? Since their ads show that they are very proud of their reflective sign coatings (as the should be), perhaps 3M would consider sponsoring such a test?

In any event, I would like copies of certain documents mentioned in the reports you sent me:

[Juergens, p. 18:]
Beaton, et al., Stockton Fog Dispersal Study, California Division of Highways, Report No. CA-HWY-MR 657107-1-72-24.

Tamburri, T.N., Theobald, D.J., et al., Reduced Visibility (Fog) Study, California Division of Highways, Headquarters Traffic Department, March 1967 [also see Juergens, p. 3].

Wynn, C.W., Captain, "Operation Fogbound - Accident Reduction Plan", California Highway Patrol, Stockton Area, October, 1972.

...and perhaps you could suggest how I might obtain:

National Cooperation Highway Research Report 95, Highway Fog, Highway Research Board, 1970.

I would also like to obtain:

[Bemis, p. 1:]
"Several studies have been conducted in California to prevent the multiple vehicle accidents associated with driving in fog." Where would I find these?

[p. 3 & p. 13:]
Information Bulletin [on Operation FogBound] by California Highway Patrol dated July 1972.

[p. 4:]
"The fog detectors are discussed in Part 2 of the report 'Detectors for

Exhibit C-10, p. 3

Mr. Warren D. Weber
p. 4

February 14, 1990

Automatic Fog-Warning Signs' by Bemis, Pinkerman, Shirley, and Skog, July 1973 (CA-DOT-TL-7121-1-73-22)." Apparently what you sent me was Part 1.

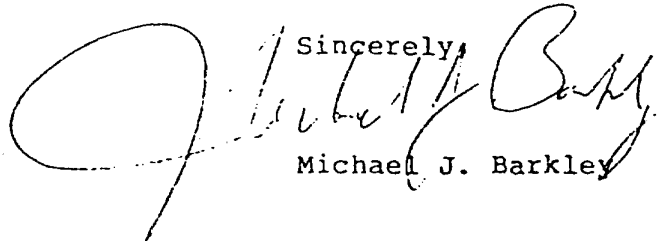
[p. 13:]

"For more information on types of changeable message signs, please refer to Special Report 129 by the Highway Research Board on 'The Changeable Message Concept of Traffic Control'. This Special Report contains papers presented at a conference held on July 1971 on the design, operation, and use of changeable message signs." This is obviously so far out of date as to be irrelevant since anybody with a hundred dollars can walk into Costco and buy a programmable message board these days, but I would appreciate leads on that and more current changeable message board research.

Please let me know how much all these copies would cost.

Please let me know how I might help get this research back on track.

Thank you.

Sincerely,

Michael J. Barkley

Reports received:

W. R. Juergens, Detectors for Automatic Fog-Warning Signs, Part 1, Final Report, California Division of Highways Research Report CA-DOT-TR-1115-1-73-02, November 1973 [Juergens]

Walsh, Kenneth, "Memorandum to Mr. R. J. Datel", referencing file 06-Operation Fogbound, December 15, 1972 [Walsh]

Bemis, G.R., et al., Detectors for Automatic Fog-Warning Signs - Interim Report, Transportation Laboratory Research Report CA-DOT-TL-7121-1-73-22, California Department of Transportation Traffic Branch, Sacramento, July 1973 [Bemis]

Exhibit C-10, p. 7

DEPARTMENT OF TRANSPORTATION

1120 N STREET
SACRAMENTO, CA 95814
TDD (916) 323-7665

(916) 445-4121
(TDD) 445-5945



March 5, 1990

Mr. Michael J. Barkley
161 N. Sheridan Ave. #1
Manteca, CA 95336

Dear Mr. Barkley:

Your letter to Mr. Warren Weber dated February 14, 1990 regarding more information relating to fog research was forwarded to me for reply.

Copies of the "Stockton Fog Dispersal Study" and the "Reduced Visibility (Fog) Study" are enclosed. You may obtain the other documents as follows:

1. "Operation Fogbound - Accident Reduction Plan" and "Information Bulletin on Operation FogBound" can be obtained by calling the California Highway Patrol library in Sacramento at (916) 445-1951 or checking with one of the depository libraries on the enclosed list.
2. National Cooperation Highway Research Report 95, "Highway Fog and The Changeable Message Concept of Traffic Control", Special Report 129, can be obtained by calling the Transportation Research Board at (202) 334-3213 or writing them at 2101 Constitution Avenue, N.W., Washington, D.C. 20418.

"Detectors for Automatic Fog-Warning Signs" by Bemis is Part Two. Please note that the report numbers you mention are the same.

We appreciate your concern, interest and thoughts on this subject. Also, we would be pleased to discuss your offer of financial support for further studies. Please contact Mr. Chris Cutler, Chief of the Traffic Safety Research Branch, at (916) 445-4124.

Sincerely,

C. D. Bartell
for C. D. BARTELL, Chief
Division of Traffic Operations

Enclosures

cc: The Honorable Patrick Johnston
Member of the Assembly

Exhibit C-11, p. 1

March 1, 1963

By Senators Backstrand and Collier:

Senate Resolution No. 33

Relating to a study of coastal fog conditions

WHEREAS, Seasonal fog conditions which prevail in the coastal and valley areas of the State cause reduced visibility and hazardous driving conditions that result in many multiple traffic collisions on California highways; and

WHEREAS, The outstanding quality of engineering design and construction of California highways cannot be held accountable for driver error; and

WHEREAS, A large percentage of the accidents which occur during periods of reduced visibility due to fog conditions are directly attributable to driving at unsafe speeds for the conditions of visibility and errors in judgment by the drivers; and

WHEREAS, Present speed laws appear to be adequate to regulate traffic; now therefore be it

Resolved by the Senate of the State of California, That the Highway Transportation Agency is requested to initiate a study or cause such a study to be made, which will determine possible means of giving advance warning to drivers of motor vehicles of the need for greater alertness and caution in driving during periods of reduced visibility; and further be it

Resolved, That the study explore the use of warning devices or other means to inform drivers of existing hazardous conditions on the roadway; and further be it

Resolved, That the Highway Transportation Agency is directed to report its findings, including any recommendations, to the Legislature before March 15, 1965; and be it further

Resolved, That the Secretary of the Senate be hereby directed to transmit copies of this resolution to the Highway Transportation Agency and each department within the agency.

June 29, 1965

(1965 1st Extraordinary Session)

By Senator Collier:

SENATE RESOLUTION NO. 23

Relating to a study of fog conditions

WHEREAS, Seasonal fog conditions which prevail in the coastal and valley areas of the state cause reduced visibility and hazardous driving conditions that result in many multiple traffic collisions on California highways; and

WHEREAS, The Transportation Agency has, pursuant to Senate Resolution No. 33 (1963), initiated a study to determine possible means of giving advance warning to drivers of motor vehicles of the need for greater alertness and caution in driving during periods of reduced visibility; and

WHEREAS, Weather conditions have been such that there has been an insufficient amount of fog for the completion of such a study; now, therefore, be it

RESOLVED BY THE SENATE OF THE STATE OF CALIFORNIA, That the Transportation Agency is requested to continue its study to determine possible means of giving such advance warning to drivers of motor vehicles during periods of reduced visibility; and further be it

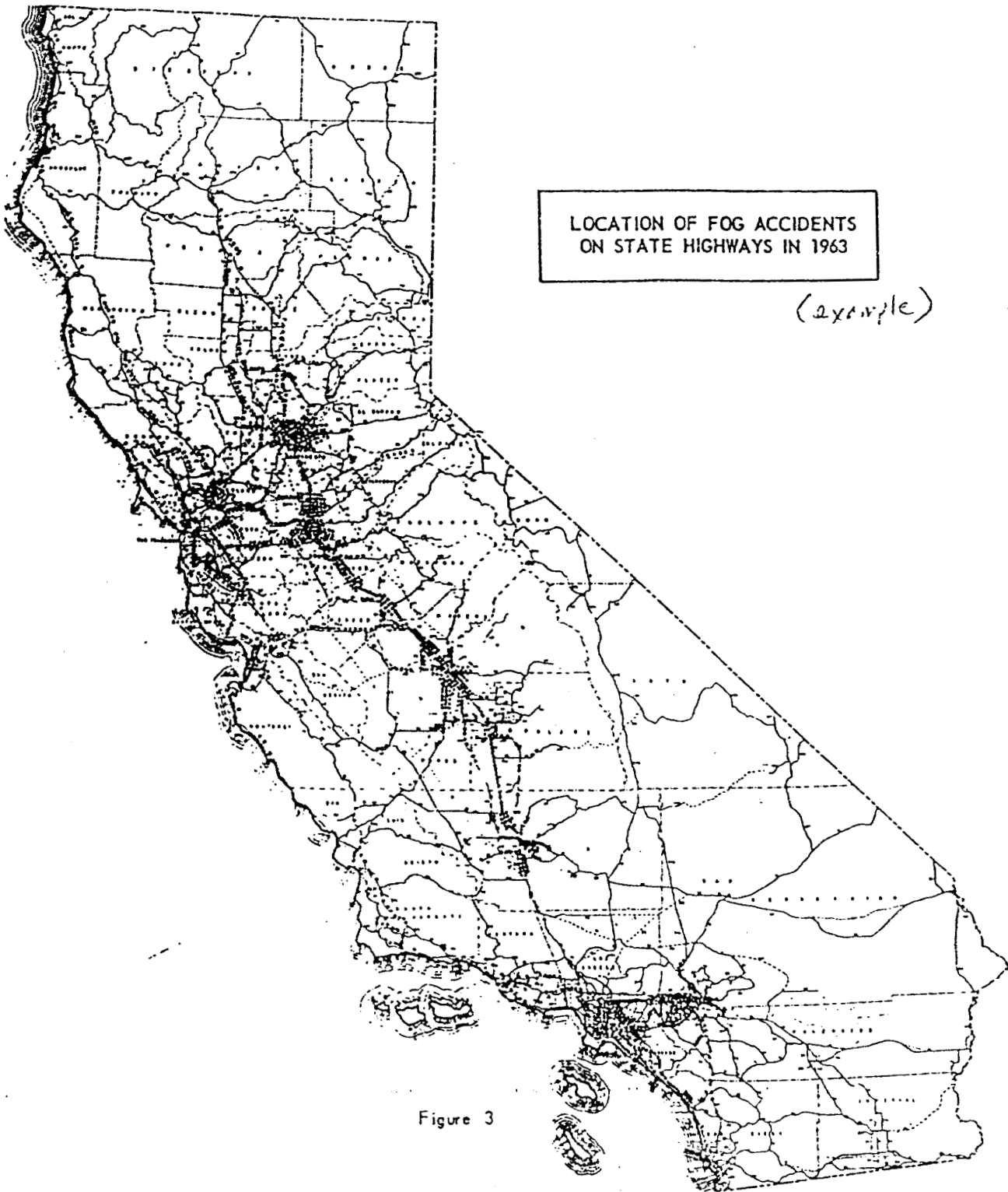
RESOLVED, That the Transportation Agency continue to explore the use of warning devices or other means to inform drivers of existing hazardous conditions on the roadway; and further be it

RESOLVED, That the Transportation Agency is directed to report its findings, including any recommendations, to the Legislature before March 15, 1967; and be it further

RESOLVED, That the Secretary of the Senate is hereby directed to transmit copies of this resolution to the Transportation Agency and each department within the agency.

Referred to Committee on Rules.

June 30, 1965 - Adopted.



LOCATION OF FOG ACCIDENTS
ON STATE HIGHWAYS IN 1963

(example)

Figure 3

Exhibit C-11, p. 4



□ STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 445-7931

□ 31 E. CHANNEL STREET
RM. 306
STOCKTON, CA 95202
(209) 948-7479

Assembly California Legislature

PATRICK JOHNSTON
ASSEMBLYMAN, TWENTY-SIXTH DISTRICT
REPRESENTING SAN JOAQUIN COUNTY

CHAIRMAN:

FINANCE AND INSURANCE
COMMITTEE

COMMITTEES:

EDUCATION
GOVERNMENTAL EFFICIENCY AND
CONSUMER PROTECTION
JUDICIARY

March 8, 1990

Michael Barkley
161 Sheridan Avenue #1
Manteca, CA 95336

Dear Mr. Barkley:

As was done before on your behalf, on March 5 a member of my staff spoke to Warren Weber, Legislative Liaison, California Department of Transportation (Caltrans), about your suggestions for decreasing traffic accidents in fog.

Mr. Weber said that while electronic message boards are used to alert drivers about snow in the mountains and to alert drivers about traffic congestion for a 50-60 mile stretch of freeways in Los Angeles this idea would not be feasible for fog alerts. The reasons electronic message boards are not feasible for use during fog season in the central valley are:

1. Where fog settles on a given day is unpredictable making it impossible to know where to place the electronic boards and/or warn drivers to slow down for upcoming fog.
2. There is a 400 mile stretch of the central valley that is susceptible to fog. Even if Caltrans could decide on the number of electronic boards that would be needed and where to arbitrarily place them, the cost would be very high and the effectiveness dubious in light of the unpredictability of fog as described in #1 above.

Mr. Weber said that at this point in time, the most effective method for reducing fog-related accidents is to have the California Highway Patrol (CHP) escort drivers through the fog as the officers patrol freeways in the central valley.

Exhibit C-12, p.1



STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 445-7931

31 E. CHANNEL STREET
RM. 308
STOCKTON, CA 95202
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Assembly California Legislature

PATRICK JOHNSTON
ASSEMBLYMAN, TWENTY-SIXTH DISTRICT
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March 8, 1990

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161 Sheridan Avenue #1
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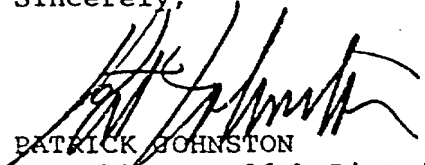
1. Where fog settles on a given day is unpredictable making it impossible to know where to place the electronic boards and/or warn drivers to slow down for upcoming fog.
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Exhibit C-12, p.1

Warren Weber did however acknowledge that your suggestion that new technology focused on reducing accidents in fog should be followed up and investigated by Caltrans. Caltrans is currently looking into this matter and will report to me on the results of their investigation. Mr. Weber assured me that he would share the results of Caltrans' research with you.

Sincerely,



PATRICK JOHNSTON
Assemblyman, 26th District

PJ:lbg

Exhibit C-12, p2

Michael J. Barkley
161 N. Sheridan Ave. #1
Manteca, CA 95336

209/823-4817

April 18, 1990

Assemblyman Patrick Johnston
31 East Channel, Rm. 306
Stockton, CA 95202

Dear Assemblyman Johnston:

Congratulations on finding yourself unopposed in the June Primary, and thank you for your letter of March 8, 1990.

I have been contemplating this draft since I received your letter because your letter troubled me terribly. My mind keeps drifting back to what I saw on December 18 and the inescapable conclusion that I have drawn from that morning's events: Although CalTrans and CHP were fully aware of the immediate probability of death and destruction on that stretch of I-5 on the morning of December 18 they did NOTHING to warn the drivers on I-5 about what lay ahead. Parts of this conscious, deliberate decision not to warn the public of its immediate peril have continued for at least 27 years with the full cooperation of the State Legislature. I was there that morning, I know what I saw, and I find these decisions indefensible.

Several comments stick out in your letter and I would like to discuss them.

"As was done before on your behalf...."

Whoa. Do you think that's what this is about? My behalf? What about next winter's crop of widows and orphans? I shouldn't even have to write these letters!

"The reasons electronic message boards are not feasible for use during fog season in the central valley are:

- "1. Where fog settles on a given day is unpredictable making it impossible to know where to place the electronic boards and or warn drivers to slow down for upcoming fog."

Place them everywhere. Use them for traffic guidance when there is no fog, like "I-205 slows to 20 mph at MacArthur" or "I-5 closed at Grapevine" or "Black Ice, I-5 Overpass." I-205 needs them every day of the week because of the way San Joaquin and Stanislaus County development has overdrawn capacity on that highway. Use them for warnings, like "Your speed 70, slow to 55" and get these officers RADAR! I still think we should be entitled to as much traffic advice as Bay Bridge, Los Angeles, or Donner Pass motorists get, fog or no fog. And if the state is going to provide warnings to Bay Bridge or Los Angeles motorists for "convenience", the state ought to tell the rest of us when we are going to die when the state KNOWS it and we don't.

On p. B-1 of the March 23 (Livermore) Herald was the article
"Cameras to aid I-680 Commuters"

Exhibit C-13, p.1

April 18, 1990

"Caltrans will try high-tech system to unsnarl traffic tie-ups during highway construction

"By Mary Yanni

"Staff Writer

"WALNUT CREEK - Closed-circuit television cameras will help Caltrans ease the commuter nightmare that may result from construction on Interstate 680 by quickly spotting traffic tie-ups.

"Caltrans will begin using the high-technology 'traffic management plan' near the end of this year, project manager Tracy Emlay said.

"Closed-circuit cameras and traffic sensors in the pavement will alert Caltrans' Walnut Creek office to stalled cars and accidents, she said."

And so on. Why is it that Contra Costa County gets this kind of consideration for inconvenience, and we don't get it to save lives?

- "2. There is a 400 mile stretch of the central valley that is susceptible to fog. Even if Caltrans could decide on the number of electronic boards that would be needed and where to arbitrarily place them, the cost would be very high and the effectiveness dubious in light of the unpredictability of fog as described in #1 above."

This winter we had 400-mile fog banks. What kind of cost is Mr. Weber talking about? On December 18 we sent 30 people to the hospital. A class action suit over an incident such as the 12/18/89 I-5 pileup could wind up costing the state \$20,000,000 in judgments, since both CalTrans and CHP KNEW of the specific obstructions and as far as I can tell they did not warn the people on I-5. I know they were putting out flares on SR 120 although it's taken me three such experiences (12/14/88, 12/14/89, and 12/18/89) to understand that when they put out those flares they are trying to tell motorists there is an accident ahead. Although I have been asking the question for three months, I still do not know if they were putting out flares on I-5 as well, though from the moment that Branson-Cross lumber truck flipped on its back blocking lanes 1, 2, and 3 the I-5 drivers like Mr. Degler were doomed. CHP officers risk their lives to put out those stupid flares and they don't even convey the message to most motorists. Can't we do better than that?

As for dubious benefit, what's it going to take? How many widows and orphans? For two days running we filled every emergency room in the County (and if Amtrak is going to run at 70 mph in the fog without grade separations, then there should be an additional warning light a hundred yards back of their crossings, synchronized with the crossing gates). The only unpredictability is what day the fog will appear, not that it will appear at all. If you are in tornado country, you still dig a storm cellar even if you don't know what day the tornado will hit. I'd hate to think that the real reason nothing's been done is that the victims haven't yet figured out that they don't have to die out there and until they do figure that out CalTrans just doesn't want to do the work.

"Mr. Weber said that at this point in time, the most effective method for reducing fog-related accidents is to have the California Highway Patrol (CHP) escort drivers through the fog as the officers patrol freeways in

Exhibit C-13, p. 2

April 18, 1990

the central valley."

I have several problems with this. First, I understand they aren't doing this anymore because they don't have the money for it. Second, it puts these officers in jeopardy, especially and unless they have collision detection and avoidance systems installed in these pilot cars. Third, if it's 35 mph fog or less, the guy in the car at the back end of the line is still a sitting duck. Fourth, CHP has better things to do. If other drivers, such as the entire trucking industry, could be enlisted to handle the pilot duties, then CHP would be relieved of this duty (which they aren't doing anyway) to do what they need to do, apprehend and yank the driving privileges of the homicidal/suicidal yo-yos who think driving 70 mph in 30 mph fog is fun. CHP does not have enough officers to do what Mr. Weber says. The recent dearth of such convoy activity proves that.

Mr. Bartell's aide (CalTrans, 916/445-4121) was good enough to send me a copy of some reports including Senate Resolutions 1963-33 and 1965-23 directing CalTrans to get off its collective fanny and figure out ways to warn motorists. Twenty-seven years and all CalTrans has come up with is 3 sets of plastic markers for freeway exits, and a convoy system for CHP which nobody I've talked to has even seen in use in recent years. That's a TERRIBLE record! Does CalTrans just not want to do anything? Does CalTrans just not have the support of the public or the Legislature? Are they waiting for us? What do we have to do to develop the support?

As for technology and cost, perhaps the concept set forth in the enclosed letter to Mr. Appel of Radio Shack would appeal to you. It's better than free, it could generate a pot-load of sales tax revenue. How would you feel about supporting this concept? Please let me know what I can do to help. I don't want to die out there next December, and I don't want to lose any more neighbors.

Thank you.

Sincerely,

Michael J. Barkley

Exhibit C-13, p. 3



- STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0001
(916) 445-7931
- 31 E. CHANNEL STREET
RM. 306
STOCKTON, CA 95202
(209) 948-7479

Assembly California Legislature

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ASSEMBLYMAN, TWENTY-SIXTH DISTRICT
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COMMITTEE
COMMITTEES:
EDUCATION
GOVERNMENTAL EFFICIENCY AND
CONSUMER PROTECTION
JUDICIARY
REVENUE AND TAXATION

July 3, 1990

Michael Barkley
161 Sheridan Avenue #1
Manteca, CA 95336

Dear Mr. Barkley,

As a follow up to your concern that the California Department of Transportation (Caltrans) should be doing all it can to implement the use of the latest devices that could reduce traffic accidents and deaths on our freeways when fog is involved, I recently shared with Caltrans Director Robert Best and Assistant Director for Legislative Affairs Warren Weber a computerized data base list of the most recent worldwide publications on fog and safety available to the Transportation Research Board (TRB), in Washington, D.C.

I urged Mr. Best and Mr. Weber to have Caltrans staff review the information with an open mind and an eye toward adapting any relevant information from the TRB to the fog situation we have in the San Joaquin Valley in general and San Joaquin County in particular.

I appreciate your ongoing concern about this issue. As soon as I receive a reply from Bob Best or Warren Weber I will share it with you.

Sincerely,

PATRICK JOHNSTON
Assemblyman, 26th District

PJ:lbg

Exhibit C-14



>From usc.edu!kjh@pollux.usc.edu Fri Jun 8 17:21:35 1990 (ste from ns.XXXXXX.COM)
Received: from usc.edu by ns.XXXXXX.COM (4.1/SMI-4.1)
id AA13105; Fri, 8 Jun 90 17:21:35 PDT
Received: from pollux.usc.edu by usc.edu (5.59/SMI-3.0DEV3) id AA21046;
Fri, 8 Jun 90 17:21:29 PDT
Received: by pollux.usc.edu (4.1/SMI-3.0DEV3) id AA29697;
Fri, 8 Jun 90 17:21:24 PDT
Date: Fri, 8 Jun 90 17:21:24 PDT
From: kjh@pollux.usc.edu@usc.edu (Kenneth J. Hendrickson)
Message-Id: <9006090021.AA29697@pollux.usc.edu>
To: mbark@XXXXXX.COM
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Newsgroups: rec.ham-radio,rec.radio.shortwave,ba.transportation
In-Reply-To: <7605@XXXXXX.XXXXXX.COM>
Organization: EE-Systems, Univ. of So. Calif., Los Angeles

In article <7605@XXXXXX.XXXXXX.COM> mbark@XXXXXX.COM (Michael Barkley) writes:

> [... stuff deleted ...]
> --that Citizens Band Radio
> [... stuff deleted ...]
> THEREFORE, we the undersigned people do hereby petition the FCC
> [... stuff deleted ...]

Pardon my bad attitude, but who the h*ll cares about that spectrum anymore? Take your petition elsewhere. A few hams on here are old enough to remember when the band was stolen from us. The only petition we're likely to support is a petition to return those frequencies to the amateur service.

--
Ken Hendrickson N8DGN/6 kjh@usc.edu ...!uunet!usc!pollux!kjh

Path: XXXXX!XXXXX!XXXXX.com!mips!ames!ig!mcb
From: mcb@presto.ig.com (Michael C. Berch)
Newsgroups: ca.driving,rec.autos.driving,ba.transportation
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <Jun.8.11.15.07.1990.12567@presto.ig.com>
Date: 8 Jun 90 18:15:08 GMT
References: <7606@XXXXXX.XXXXXX.COM>
Followup-To: ca.driving
Distribution: usa
Organization: IntelliGenetics, Inc., Mountain View, Calif. USA
Lines: 24
Xref: XXXXX ca.driving:3263 rec.autos.driving:1459 ba.transportation:782

I think Mike Barkley's idea of a "Traffic Advisory" channel on CB is a good one, but I don't understand the need for a fancy petition to the "Honorable Commissioners of the Federal Communications Commission" and all the hifalutin' "We the undersigned" stuff.

The best way to handle this, it seems to me, is to pick a channel or channels, start using it/them, send letters to the CB magazines (are there any left?), get the word out in the community, and voila', instant "Traffic Advisory" channel(s). The *worst* thing to do is to get the government involved; the FCC will want to form an advisory committee, then hold a few years of hearings, and by then nobody will be interested anymore.

I haven't paid any particular attention to CB in the last 10 years or so, but my understanding is that each of the long-haul interstates still have CB channels informally associated with them, and that truckers still make extensive use of this to exchange road condition information. (I would suggest that Mr. Barkley talk to some professional long-haul truckers; I strongly suspect that attempts to solve the problem have already been made.)

Exhibit D, p. 1

--
Michael C. Berch
mcb@presto.ig.com / uunet!presto.ig.com!mcb / ames!bionet!mcb

Path: XXXXX!XXXXX!XXXXX.com!ames!ucsd!usc!venera.isi.edu!raveling
From: raveling@isi.edu (Paul Raveling)
Newsgroups: ca.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <13835@venera.isi.edu>
Date: 8 Jun 90 21:55:30 GMT
References: <7606@XXXXX.XXXXX.COM> <Jun.8.11.15.07.1990.12567@presto.ig.com>
Sender: news@venera.isi.edu
Reply-To: raveling@isi.edu (Paul Raveling)
Distribution: usa
Organization: USC Information Sciences Institute
Lines: 28

In article <Jun.8.11.15.07.1990.12567@presto.ig.com>, mcb@presto.ig.com
(Michael C. Berch) writes:

> I think Mike Barkley's idea of a "Traffic Advisory" channel on CB is a
> good one, but I don't understand the need for a fancy petition to the
> "Honorable Commissioners of the Federal Communications Commission" and
> all the hifalutin' "We the undersigned" stuff.

There are two issues here that probably call for FCC regulation.
The one the petition dealt with was dedication of some
particular CB channel to this specific use. It's possible
that this could be done by popular acclaim, but chances of
success might be higher if the FCC just dictates its.

The other issue is that this use calls for broadcasting
by individual CB stations. Unless the law has changed since I
was a ham, only point-to-point communications are legal for
CB or the amateur bands. The sole exception is limited
broadcasting for the purpose of establishing point-to-point
communication. Official use of broadcasting on a CB band
would call for a change in FCC regulations. Unofficially,
many either ignore or tiptoe around this restriction even
now.

Paul Raveling
Raveling@isi.edu

Path: XXXXX!XXXXX!XXXXX.com!lll-winken!uunet!samsung!usc!ucsd!network.ucsd.edu!celit!dave
From: dave@fps.com (Dave Smith)
Newsgroups: ca.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <9031@celit.fps.com>
Date: 9 Jun 90 00:17:44 GMT
References: <7606@XXXXX.XXXXX.COM> <Jun.8.11.15.07.1990.12567@presto.ig.com> <13835@venera.isi.edu>
Sender: daemon@fps.com
Reply-To: dave@fps.com (Dave Smith)
Distribution: usa
Organization: FPS Computing Inc., San Diego CA
Lines: 38

In article <13835@venera.isi.edu> raveling@isi.edu (Paul Raveling) writes:

There are two issues here that probably call for FCC regulation.

Exhibit D, p. 2

The one the petition dealt with was dedication of a particular CB chan. to this specific use. It's possible that this could be done by popular acclaim, but chances of success might be higher if the FCC just dictates its.

How so? I have a CB radio. I know channel 9 is for emergency use, and that's about it. When I bought the radio, the pamphlet that came with it said that, and that's all. I'm not registered with the FCC, they don't send out little "CB Radio Usage guides" or anything else. Heck, I don't even remember any of the CB lingo that every one was so fond of back in the '70's.

Less government, not more! Having the FCC designate a channel will just mean lots of expense.

The other issue is that this use calls for broadcasting by individual CB stations. Unless the law has changed since I was a ham, only point-to-point communications are legal for CB or the amateur bands. The sole exception is limited broadcasting for the purpose of establishing point-to-point communication. Official use of broadcasting on a CB band would call for a change in FCC regulations. Unofficially, many either ignore or tiptoe around this restriction even now.

As far as I can tell the FCC has abandoned trying to enforce much of anything in CB radio. I know that power limits are often ignored as are language (profane) restrictions.

--

David L. Smith
FPS Computing, San Diego
ucsd!celerity!dave or dave@fps.com
QUOTE CENSORED BY ORDER OF REV. MOM

Path: XXXXX!XXXXX!XXXXX.com!ames!ucsd!usc!aero!faigin
From: faigin@aerospace.aero.org (Daniel P. Faigin)
Newsgroups: ca.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <FAIGIN.90Jun8133111@sunstroke.aerospace.aero.org>
Date: 8 Jun 90 20:31:11 GMT
References: <7606@XXXXX.XXXXX.COM> <Jun.8.11.15.07.1990.12567@presto.ig.com>
Sender: news@aerospace.aero.org
Followup-To: ca.driving
Distribution: usa
Organization: The Aerospace Corporation, Computer Security Department, El Segundo CA
Lines: 22
In-reply-to: mcb@presto.ig.com's message of 8 Jun 90 18:15:08 GMT
In article <Jun.8.11.15.07.1990.12567@presto.ig.com> mcb@presto.ig.com (Michael C. Berch) writes:

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Well, at least here in Southern California, along the I-405 Fwy between the San Fernando Valley and LA, there is a club called Valley CB-ers (a/k/a "The Over The Hill Gang or OTHG) that exchanges traffic information using Channel 14.

Exhibit D, p. 3

If you want information on ~~2~~HC, drop me a note.

Daniel "OtherBeast" Faigin

[W]:The Aerospace Corp M1/055 • POB 92957 • LA, CA 90009-2957 • 213/336-8228
[H]:9758 Natick Avenue • Sepulveda CA 91343 • 818/892-8555 | If you turn it
[Em]:faigin@aerospace.aero.org • Faigin@dockmaster.ncsc.mil | over and don't
[Vmail]:213/336-5454 Box#3149 | let it go, you end up upside down

Path: XXXXX!XXXXX!XXXXX.com!mips!zaphod.mps.ohio-state.edu!usc!apple!portal!cup.portal.com
!Michele_Anri_Cimbala
From: Michele_Anri_Cimbala@cup.portal.com
Newsgroups: rec.radio.shortwave
Subject: Call for Comment, CB "Traffic Advisory Channel" Petition
Message-ID: <30639@cup.portal.com>
Date: 9 Jun 90 02:59:47 GMT
Distribution: na
Organization: The Portal System (TM)
Lines: 75

Concerning whether the FCC is open to petitions for rulemaking: In a word - yes. Initiation of a rulemaking procedure by an interested party can be sought under at least two paths - (1) invoking section 553(e) of the Administrative Procedure Act and, in this case (2) invoking 47 C.F.R. section 1.401(a) [C.F.R. stands for the Code of Federal Regulations].

I believe the Administrative Procedure Act (APA) applies to any agency. It is a statute (5 U.S.C.), passed by Congress, and not merely a rule passed by an agency like the CFR regulations.

Section 553(e) states:

Each agency shall give an interested person the right to petition for the issuance, amendment, or repeal of a rule.

The agency must respond to you as per APA section 555(e) which states:

Prompt notice shall be given of the denial in whole or in part of a written application, petition, or other request of an interested person made in connection with any agency proceeding. Except in affirming a prior denial or when the denial is self-explanatory, the notice shall be accompanied by a brief statement of the grounds for denial.

The rules of the FCC parallel the above. 47 CFR 1.401(a) (1979) states that any interested party may petition the Commission for "the issuance, amendment or repeal" of a rule or regulation. And, 47 CFR section 1.407 (1979) acknowledges that, when a petition is filed, the FCC must determine whether the petition "discloses sufficient reasons in support of the action requested to justify the institution of a rulemaking proceeding.

If you are really interested in learning how to deal with the FCC, as an interested party, I recommend you read/subscribe to Fred Maia's W5YI Report. (P.O. Box 565101, Dallas, TX 75356-5101)

I have no monetary interest in this newsletter except that I'm a very happy subscriber. It reports on FCC petitions, etc, publishes twice a month, \$23.00/year.

In the March 1, 1990 issue, Fred published excerpts from the recent FCC "Notice of Proposed Rulemaking" in which they propose to establish a new class of amateur operator license - the codeless license. In the FCC's notice, they publish excerpts of 12 petitioners like yourself

Exhibit D, p. 4

which they received on this issue, prior to deciding to adopt the Notice of Proposed Rulemaking (NPRM) in that matter. Reading those petitions should give you some idea of what kind of statements the FCC is looking for from the 'interested party' so as to result in the Notice of Proposed Rulemaking.

Fred Maia states in his newsletter that he will send a full-length copy of the FCC's NPRM for \$1.00 - ask for Docket No. 90-55. In this NPRM, the FCC quoted directed from 12 different petitioners from around the country who had petitioned in this issue, and, while the topic is not exactly on point with what you want, the language in the petitions might be of interest to you.

I wish you luck. *ABSOLUTELY POSITIVELY NOTHING* of the above should be construed as legal advice and you are on notice that it may all be *WRONG*. I am not a lawyer, nor am I employed by any branch of government, executive, legislative, or judicial, and, in particular, not by any of the following agencies:

<insert your favorite three initials here>.

I just think shortwave and CB is fun and I'm studying for my amateur license.

So, with those thoughts in mind, have a nice day and I hope your team wins. :>

Michele

Michele A. Cimbala@cup.portal.com

Path: XXXXX!mbark

From: mbark@XXXXX.COM (Michael Barkley)

Newsgroups: rec.ham-radio,rec.radio.shortwave,ca.driving,ba.transportation,misc.emerg-serv
ices,rec.autos.driving

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <7617@XXXXX.XXXXX.COM>

Date: 11 Jun 90 19:30:44 GMT

References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu>

Followup-To: poster

Distribution: usa

Organization: XXXXX, XXXXX, CA

Lines: 94

Xref: XXXXX rec.ham-radio:21923 rec.radio.shortwave:2400 ca.driving:3277 ba.transportation
:786 misc.emerg-services:1085 rec.autos.driving:1505

In article <25212@usc.edu>, kjh@pollux.usc.edu (Kenneth J. Hendrickson) writes:

> In article <7605@XXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes:

> > [... stuff deleted ...]

> > --that Citizens Band Radio

> > [... stuff deleted ...]

> > THEREFORE, we the undersigned people do hereby petition the FCC

> > [... stuff deleted ...]

>

> Pardon my bad attitude, but who the h*ll cares about that spectrum

> anymore? Take your petition elsewhere. A few hams on here are old

> enough to remember when the band was stolen from us. The only

> petition we're likely to support is a petition to return those

> frequencies to the amateur service.

>

> Ken Hendrickson N8DGN/6 kjh@usc.edu ...!uunet!usc!pollux!kjh

The closest I have gotten to ham radio is listening to my brother's hobby as I was growing up (it's been awhile, K6ROO, Walnut Creek). I was unaware that CB channels were stolen from the hams and did not mean to provoke

Exhibit D, p.5

hostility with my posting. There are three reasons I posted my request to rec.ham-radio:

- 1) You all have FCC experience and you might be able to help with form and content,
- 2) You all have FCC experience and you might be able to offer constructive advice on whether or not the FCC would be responsive, etc., and
- 3) At least in my minimal experience, the ham community has always been very supportive of the use of the airways to save lives and avert disaster.

Over the past two years I have been in the middle of multiple-vehicle chain-reaction collisions in the fog in the San Joaquin Valley. On 12/18/89 the pileups totaled some 60 vehicles, sent 30 people to the hospital, and one to the morgue - the guy who died was less than a hundred yards behind me. On 12/14/88 the pileups totaled 30 vehicles, sent 29 people to the hospital, and one to the morgue - this guy was also less than a hundred yards behind me. On 12/18/89 I watched a car climb over another one two cars behind me, and burst into flames. I watched a half dozen individual collisions next to me on I-5 and heard another half dozen back in the fog.

We all know the cause of such collisions are that motorists are going too fast for conditions. But there is another cause as well. We installing such systems on the San Francisco Bay Bridge, and issuing press releases about installing them at I-680/SR-24, and along other freeways in the Bay Area to reduce congestion. They have informed me directly, and through my Assemblyman, that they do not have the money to install such systems in the Central Valley to save lives, although they do have the money to install them for convenience of the motorizing public in the Bay Area.

(missing a piece
See p. 10.)

I had hoped that as an interim measure, CB could help. On 12/18/89 there were many large trucks involved, some jackknifed, one flipped completely over on its back (he was cited, but not for the manslaughter that resulted), and so on. The collisions had gone on for some 10 to 15 minutes before I arrived on the scene. I was doing 30-35 mph (scared out of my wits) and barely had time to stop. It seems that CB might be the best way to get the warnings out to the truckers and others with CB radios to furnish this warning of the obstruction ahead, and reduce the piling on that follows such initial collisions. It might also be one of the best ways to gain consensus among motorists in the fog on what the maximum safe speed is, including from that "Pic'n Save" big rig engaged in a 70 mph speed contest with a jacked-up 4wd pickup in 40 mph fog westbound on SR 120 at Airport Way at 8:15 a.m. on 12/20/89. For instance.

(Beyond that, I would look forward to the day when I would be able to gain advance notice of traffic tie-ups, know specifically where the other end of the jam is, and what caused it, and more efficiently select an alternate route.)

But without some sort of channel specified for "traffic advisory", accompanied by self-discipline of the users, I doubt that it would work. I know of no way to get a consensus among CB users to agree on rulemaking without the FCC intervening and doing for the community.

How about it, hams? Is this idea worth your support? Can you help?

--Mike

[my employer has been selectively supportive of these viewpoints

Exhibit D, p. 6

but has not endorsed the content of this posting]

[contrast this with the wonderful suggestions from Michele Ann Cimbala at Message-ID: <30639@cup.portal.com> in rec.radio.shortwave. Thank you so much, Michele! We will be pursuing those avenues.]

>From cbnews1.att.com!grk Tue Jun 12 07:13:27 1990 remote from ns.XXXXXX.COM
Received: from att-in.att.com by ns.XXXXXX.COM (4.1/SMI-4.1)
id AA13199; Tue, 12 Jun 90 07:13:27 PDT
Message-Id: <9006121413.AA13199@ns.XXXXXX.COM>
Date: Tue, 12 Jun 90 09:57:16 EDT
From: grk@attunix.att.com (George R Kuntz)
To: mbark@XXXXXX.COM
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Newsgroups: rec.ham-radio,rec.radio.shortwave,ca.driving,ba.transportation,misc.emerg-serv
ices,rec.autos.driving
In-Reply-To: <7617@XXXXXX.XXXXXX.COM>
References: <7605@XXXXXX.XXXXXX.COM> <25212@usc.edu>
Organization: AT&T Bell Laboratories
Cc:

I think you have a good idea! I don't own a CB radio, but if your idea takes hold, I'll consider buying one for each car.

--

G. Ralph Kuntz, M.S., N2HBN, EMT-A, EIEIO grk@attunix.att.com

From mjbark1 Wed Jun 13 12:47 PDT 1990
To: XXXXX!att-in.att.com!grk@attunix.att.com
Subject: CB "Traffic Advisory Channel" petition

> I think you have a good idea! I don't own a CB radio, but if your
> idea takes hold, I'll consider buying one for each car.

Hi Ralph, thanks for your note.

You wouldn't happen to be in New Jersey, would you? If I remember correctly there have been some horrendous pileups in the fog on the Garden State Freeway over the past few decades. If you are there, or know anybody there I would appreciate info on when they were and near what towns or cities with newspapers they were.

In general, I've found newspapers very supportive of improving traffic controls in the fog to stop these pileups, but the trick is to get them proposals they can believe in.

--Mike

>From PRC.Unisys.COM!darrel Tue Jun 12 09:40:24 1990 remote from ns.XXXXXX.COM
Received: from burdvax.PRC.Unisys.COM by ns.XXXXXX.COM (4.1/SMI-4.1)
id AA14828; Tue, 12 Jun 90 09:40:24 PDT
Received: from bigburd.PRC.Unisys.COM by burdvax.PRC.Unisys.COM (5.61/mls/3.0)
id AA15143; Tue, 12 Jun 90 12:40:21 -0400
Received: by bigburd.PRC.Unisys.COM (5.61/Domain/jpb/2.9)
id AA15235; Tue, 12 Jun 90 12:40:14 -0400
Date: Tue, 12 Jun 90 12:40:14 -0400
From: darrel@PRC.Unisys.COM (Darrel J. Van Buer)
Message-Id: <9006121640.AA15235@bigburd.PRC.Unisys.COM>
To: mbark@XXXXXX.COM
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Newsgroups: rec.ham-radio,rec.radio.shortwave,ca.driving,ba.transportation,misc.emerg-serv
ices,rec.autos.driving
In-Reply-To: <7617@XXXXXX.XXXXXX.COM>
References: <7605@XXXXXX.XXXXXX.COM> <25212@usc.edu>

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Organization: Unisys Corporation, Culver City, CA
Cc:

I missed your original proposal, but will make a couple of comments:
CB channels 9 and 19 are already designated for activity somewhat like what
you propose (I think).

When CB exploded in popularity during the oil embargo, the FCC really lost
almost all control of the band, they were so inundated, they even gave up on
formal licensing (I can remember when you had to be 18 and send in an
application to be legal). With their limited manpower, about all they do on
CB is suppress the most blatant sale and use of illegal amplifiers (in the
last year, I remember two CB actions making the ham news channels: one was
someone operating 10,000 watts on CB [even ham gear is limited to 1,500
watts, and the CB limit is 5 or 6 watts!!], the other was a dealer in
northern Calif. selling illegal amps.

You will never get the FCC to enforce more than the most blatant violations
of the rules.

The service rules for CB are pretty broad (except the limit to short range),
so that you probably would not need FCC permission to set up such an
advisory [you should be able to get a brief copy of the CB rules from most
CB dealers to check].

I would suggest that a reasonable course would be to raise money and support
from a few CB and auto clubs for advertising and billboards on I-5 saying
something like:

"In heavy fog? Get on CB channel 9 to report it (and listen for fog ahead)"

If the CB users don't/won't allow such use of the channel despite the rules,
I'm afraid you're just stuck.

Your chances are better now that a few years ago (CB has died down a little)
and I wish you luck.

KI6VY (ham), Darrel J. Van Buer

Path: XXXXX!XXXXX!XXXXX.com!ames!ucsd!sdd.hp.com!samsung!cs.utexas.edu!texbell!uudell!ninj
a!root

From: root@ninja.dell.com (Randy Davis)

Newsgroups: ca.driving

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Summary: What's wrong with channel 19?

Message-ID: <6235@uudell.dell.com>

Date: 11 Jun 90 15:06:03 GMT

Sender: news@uudell.dell.com

Reply-To: rjd@ninja.dell.com@uudell.dell.com

Distribution: usa

Organization: Dell Computer Corp., Austin TX

Lines: 16

In article <Jun.8.11.15.07.1990.12567@presto.ig.com> mcb@presto.ig.com (Michael C. Berch)
writes:

|I think Mike Barkley's idea of a "Traffic Advisory" channel on CB is a
|good one, but I don't understand the need for a fancy petition to the
|"Honorable Commissioners of the Federal Communications Commission" and
|all the hifalutin' "We the undersigned" stuff.

I agree... What's wrong with channel 19? Last few trips I used a CB (a
few months back), channel 19 still has the most traffic and most of it about
traffic conditions, most notably police presence. I don't see how making it
"official" will change anything. The most common user's of CB radios are the
truckers, and they all use 19 for traffic and general making contact with
friends. Most conversations are taken to another channel, leaving it open for
traffic and police information.

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Randy Davis

UUCP: rjd@n...a.dell.com

>From pc.usl.edu!jpd Tue Jun 12 09:50:21 1990 remote from ns.XXXXXX.COM
Received: from pc.usl.edu by ns.XXXXXX.COM (4.1/SMI-4.1)
id AA14974; Tue, 12 Jun 90 09:50:21 PDT
Received: by pc.usl.edu (5.61/1.34)
id AA02305; Tue, 12 Jun 90 11:50:05 -0500
Date: Tue, 12 Jun 90 11:50:05 -0500
From: jpd@pc.usl.edu (jpd Dugal James P.)
Message-Id: <9006121650.AA02305@pc.usl.edu>
To: mbark@XXXXXX.COM
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Newsgroups: rec.ham-radio,rec.radio.shortwave,ca.driving,ba.transportation,misc.emerg-serv
ices,rec.autos.driving
In-Reply-To: <7617@XXXXXX.XXXXXX.COM>
References: <7605@XXXXXX.XXXXXX.COM> <25212@usc.edu>
Organization: Univ. of Southwestern La., Lafayette
Cc:

Mike, doesn't CB channel 19 come close to what you are asking? Around here it seems to be monitored for radar trap info, and would seem to be the place to hear about traffic tie-ups, etc.

The problem with CB is the lack of discipline; someone playing Country & Western music can render a channel useless for miles around. Ch 9 was supposed to be for emergency use; some radios will switch to ch 9 when they detect activity on the channel.

I don't have much hope for a service such as you describe working out.

-- James Dugal, N5KNX Internet: jpd@usl.edu
Associate Director Ham packet: n5knx@w5ddl
Computing Center US Mail: PO Box 42770 Lafayette, LA 70504
University of Southwestern LA. Tel. 318-231-6417 U.S.A.

>From LUKE.BYU.EDU!LDG Tue Jun 12 10:04:16 1990 remote from ns.XXXXXX.COM
Received: from CC.UTAH.EDU by ns.XXXXXX.COM (4.1/SMI-4.1)
id AA15121; Tue, 12 Jun 90 10:04:16 PDT
Received: from luke.byu.edu by CC.UTAH.EDU; Tue, 12 Jun 90 11:02 MDT
Date: Tue, 12 Jun 90 11:01 MST
From: "Lyle D. Gunderson" <LDG@LUKE.BYU.EDU>
Subject: CB proposal to FCC
To: mbark@XXXXXX.COM, kjh@pollux.usc.edu
Message-Id: <7EA43D621F7F6010E3@LUKE.BYU.EDU>
X-Envelope-To: mbark@XXXXXX.COM
X-Vms-To: IN*"mbark@XXXXXX.COM@cc.utah.edu"
X-Vms-Cc: IN*"kjh@pollux.usc.edu@cc.utah.edu"

I like and will support your proposal regarding a CB advisory channel. Ignore idiots like Hendrickson. He is what we hams call a 'lid'-- somebody to be ashamed of. An embarrassment to the amateur radio SERVICE, whose reason for existence is, in part, public service. As in, helping _YOU_ out.

Keep up the good work!

Lyle D. Gunderson N6KSZ	"Any technology without	ldg@yoda.byu.edu
350 CB/BYU	some attendant risk of misuse	CIS: 73760,2354
Provo UT 84602	is probably trivial"	GENie: L.GUNDERSON
	--Louise Kohl	AO: LGunderson

Exhibit D, p.9

>From wyse!wyse.com!steve Tue Jun 12 09:44:08 1990 remote from mips
Received: by mips.com (5.0.4/1.11) id AA17649; Tue, 12 Jun 90 09:44:08 -0700
Received: by wyse.wyse.com (4.0/Wyse master/5-13-88)
id AA22180; Tue, 12 Jun 90 09:31:08 PDT
Date: Tue, 12 Jun 90 09:31:08 PDT
From: mips!wyse.com!steve (Steve Wilson x2580 dept303)
Message-Id: <9006121631.AA22180@wyse.wyse.com>
To: mips!XXXXX.COM!mbark
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Newsgroups: rec.ham-radio, rec.radio.shortwave, ca.driving, ba.transportation, misc.emerg-serv
ices, rec.autos.driving
In-Reply-To: <7617@XXXXX.XXXXX.COM>
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu>
Organization: Wyse Technology
Bad-Cc:

In article <7617@XXXXX.XXXXX.COM> you write:

>The closest I have gotten to ham radio is listening to my brother's hobby
>as I was growing up (it's been awhile, K6ROO, Walnut Creek). I was unaware
>that CB channels were stolen from the hams and did not mean to provoke
>hostility with my posting. There are three reasons I posted my request to
>rec.ham-radio:

Please note that Ken is one of our local extremists ;-)

>
>Over the past two years I have been in the middle of multiple-vehicle
>chain-reaction collisions in the fog in the San Joaquin Valley. On
>12/18/89 the pileups totaled some 60 vehicles, sent 30 people to the
>hospital, and one to the morgue - the guy who died was less than a
>hundred yards behind me.

Oddly enough I believe the #2 or #3 car in the pile up was KJ6CW who
is a local emergency co-ordinator for ARES here in SCV. The entire
vehicle was filled with hams though I'm not real sure they were
in any shape to help at that point...All are ok, but were real
shaken up. Their vehicle did a complete role if I recall correctly....

> We all know the cause of such collisions are that motorists are
>going too fast for conditions. But there is another cause as well. We
>have the technology available to advise motorists of the maximum safe
>speed for conditions, out there, in the fog, where it counts. We have
>the technology available to warn motorists when they are exceeding those
>speeds, and we have it available to enforce the speeds. CalTrans is
>installing such systems on the San Francisco Bay Bridge, and issuing
>press releases about installing them at I-680/SR-24, and along other
>freeways in the Bay Area to reduce congestion. They have informed me
>directly, and through my Assemblyman, that they do not have the money
>to install such systems in the Central Valley to save lives, although
>they do have the money to install them for convenience of the motoring
>public in the Bay Area.

>
> stuff deleted...

>
> But without some sort of channel specified for "traffic
>advisory", accompanied by self-discipline of the users, I doubt
>that it would work. I know of no way to get a consensus among CB
>users to agree on rulemaking without the FCC intervening and doing
>for the community.

The problem(as viewed from the ham world with ALOT of bias) is that
the CB service has NO discipline. This isn't absolutely true as
demonstrated by the multitude of REACT teams throughout the
country. However, the use of CB for much of anything really
constructive just isn't conceivable to me at this time....just
listen to the use the CB channels receive in any of the big
cities in CA and you'll begin to share my opinion. As you say

Exhibit D, p.10

it would take "self-discipline" which that service really hasn't demonstrated in large quantities. Good luck...

Steve KA6S

From mjbarkl Tue Jun 12 11:24 PDT 1990
To: XXXXX!mips!wyse.com!steve
Subject: CB "Traffic Advisory Channel" in the Fog

◇ Please note that Ken is one of our local extremists ;-)

Thanks. But he also opened the opportunity for response, so he has his uses....

◇ The problem(as viewed from the ham world with ALOT of bias) is that
◇ the CB service has NO discipline.

True, most CB is junk radio, but it seems to me that under the type of conditions that existed 12/18/89 most of the nonsense would be set aside because of the sheer white-knuckle terror. One can hope. Anything would be better than getting squashed in the melee once a year.

◇ This isn't absolutely true as
◇ demonstrated by the multitude of REACT teams throughout the
◇ country.

I have joined REACT and asked them for their support. Still waiting. Also, CRASH out of San Francisco. Abuses of Channel 9 draw immediate fire and most of the perpetrators give it up from what I have seen. Perhaps the self-discipline could be extended.

◇ >Over the past two years I have been in the middle of multiple-vehicle
◇ >chain-reaction collisions in the fog in the San Joaquin Valley. On
◇ >12/18/89 the pileups totaled some 60 vehicles, sent 30 people to the
◇ >hospital, and one to the morgue - the guy who died was less than a
◇ >hundred yards behind me.
◇
◇ Oddly enough I believe the #2 or #3 car in the pile up was KJ6CW who
◇ is a local emergency co-ordinator for ARES here in SCV. The entire
◇ vehicle was filled with hams though I'm not real sure they were
◇ in any shape to help at that point...All are ok, but were real
◇ shaken up. Their vehicle did a complete role if I recall correctly....

If they were #2 or #3 they were 1-1/4 miles and 10-15 minutes ahead of me if you get my point. CHP knew, CalTrans knew, hundreds of people knew, members of the leading edge of public communications (hams, whom I respect and admire) knew, and the system was not in place to pass the information back down the line. Aargh! We're a bunch of technological dummies!

Do you think KJ6CW and friends would add their opinion and support? Would you ask them?

If a hundred of us who have been through this got together, we could change things. There's a dozen or so of us now, mostly focusing on the traffic control aspects, but if the hams could join us we could really accomplish something.

--Mike

From mjbarkl Tue Jun 12 12:06 PDT 1990
To: XXXXX!PRC.Unisys.COM!darrel
Subject: CB "Traffic Advisory Channel" petition

Exhibit D, p. 11

Hi, Darrel. Thanks for y note. Guts of the posting wa s follows:

---cut---

[PETITION]

---cut---

...and I was looking for comment on the wording, feasibility, etc. I've received quite a bit.

>I missed your original proposal, but will make a couple of comments:

>CB channels 9 and 19 are already designated for activity somewhat like what
>you propose (I think).

My brother tells me it's Channel 17 up here, and one club in LA uses 14.

>You will never get the FCC to enforce more than the most blatant violations
>of the rules.

Actually I was looking for the designation. Abusers of 9 get dumped on pretty quick, and during fog-bound white-knuckle driving I would suspect that this sort of a channel would approach that level of self-discipline. One can hope, anyway.

>I would suggest that a reasonable course would be to raise money and support
>from a few CB and auto clubs for advertising and billboards on I-5 saying
>something like:
>"In heavy fog? Get on CB channel 9 to report it (and listen for fog ahead)"

That's for emergencies, though. I want to know what's going on before the emergency and I don't think the usage would be wide-spread enough unless there were some sort of traffic advisory plum to attract the novice listener/observer.

Billboards along that stretch of the I-5/I-205 run \$1,100 a month, with a \$3,000 minimum up-front cost. I thought this would be cheaper.

Thanks for your comments. Please send more as you come up with them.

--Mike

Path: XXXXX!mbark

From: mbark@XXXXX.COM (Michael Barkley)

Newsgroups: ca.driving,ba.transportation,rec.ham-radio,rec.radio.shortwave,misc.emerg-serv
ices,rec.autos.driving

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <7626@XXXXXX.XXXXX.COM>

Date: 12 Jun 90 19:22:31 GMT

References: <6235@uudell.dell.com>

Followup-To: 'poster

Distribution: usa

Organization: XXXXX, XXXXX, CA

Lines: 39

Xref: XXXXX ca.driving:3286 ba.transportation:788 rec.ham-radio:21945 rec.radio.shortwave:
2409 misc.emerg-services:1089 rec.autos.driving:1518

In article <6235@uudell.dell.com>, root@ninja.dell.com (Randy Davis) writes:

> In article <Jun.8.11.15.07.1990.12567@presto.ig.com> mcb@presto.ig.com (Michael C. Berch
) writes:

> |I think Mike Barkley's idea of a "Traffic Advisory" channel on CB is a
> |good one, but I don't understand the need for a fancy petition to the
> |"Honorable Commissioners of the Federal Communications Commission" and
> |all the hifalutin' "We the undersigned" stuff.

Yeah, but when I address such commissions with "Hey, dudes, get off your fannies and do this!" they seem less responsive. I would be happy to listen to one worded with less formality by Mr. Berch.. As long as it works.

Exhibit D, p. 12

> I agree... What's wrong with channel 19? Last few trips I used a CB (a
>few months back), channel 19 still has the most traffic and most of it about
>traffic conditions, most notably police presence. I don't see how making it
>"official" will change anything. The most common user's of CB radios are the
>truckers, and they all use 19 for traffic and general making contact with
>friends. Most conversations are taken to another channel, leaving it open for
>traffic and police information.

I don't see any problem with Channel 19, but my brother says in this area
it's Channel 17. Does 19 have some official designation?

Daniel P. Faigin's posting <FAIGIN.90Jun8133111@sunstroke.aerospace.aero.org>
in ca.driving points out that:

"Well, at least here in Southern California, along the I-405 Fwy between the
San Fernando Valley and LA, there is a club called Valley CB-ers (a/k/a "The
Over The Hill Gang or OTHG) that exchanges traffic information using Channel
14."

"official" might help make it nationwide, and reduce some of the chatter,
not to the extremes of Channel 9, but still pretty much on the subject.
One argument I would like to see headed off is the old "who made you God"
nonsense which was why I thought an "official" designation was important.

Thank you for your comments and please send more.

--Mike

>From portal!cup.portal.com!Duel Tue Jun 12 13:57:48 1990 remote from sun
Received: from portal.UUCP by sun.Sun.COM (4.1/SMI-4.1)
id AA25531; Tue, 12 Jun 90 13:57:48 PDT
From: sun!portal!cup.portal.com!Duel
Received: by portal.portal.com (1.24)
id AA27455; Tue, 12 Jun 90 13:23:38 PDT
Received: by hobo.portal.com (4.0/SMI-4.0)
id AA23353; Tue, 12 Jun 90 13:23:36 PDT
To: XXXXX.COM!mbark (Michael Barkley)
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Lines: 8
Date: Tue, 12-Jun-90 13:23:33 PDT
Message-Id: <9006121323.1.142@cup.portal.com>
X-Origin: The Portal System (TM)
X-Possible-Reply-Path: Duel@cup.portal.com
X-Possible-Reply-Path: sun!portal!cup.portal.com!Duel

CB Advisory channel would be very interesting and I think pretty helpful.
But do you need the FCC to officially announce it? I think it would be best
to get some current CB'ers to say "Lets make this channel....." and then
try and see how much support you get, if there is enough support, then it
will be worth pursuing. So basically, if I was driving along, saw an accident
that was holding up traffic, I could get onto channel xx and say to avoid
the area, right? I think that is a pretty good idea and when traffic is at
its worse, you can count on the CB. But how can we get this into effect?

From uucp Tue Jun 12 18:18 EDT 1990
>From uucp Tue Jun 12 15:19 PDT 1990 remote from XXXXX
>From uucp Tue Jun 12 15:19 PDT 1990 remote from XXXXX
>From uucp Tue Jun 12 15:18 PDT 1990 remote from XXXXX
>From ihlpl!waco Tue Jun 12 14:27 CDT 1990 remote from att
From: ihlpl!waco (John L Broughton +1 708 713 4319)
To: att!XXXXX.COM!mbark
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Exhibit D, p13

Mark,

I did not read your original posting to rec.ham-radio as I usually avoid any CB postings. I did, however, read your answer to Ken Hendrickson's (N8DGN/6) flame. From that I got the general idea of what you had proposed.

Here are a few of my thoughts on the general idea as to why they won't work. I think your idea is sound, but doubt there is any way to implement any kind of individual radio solution.

1. The FCC is deregulating radio services. Don't expect them to be receptive to creating new services, rules. They don't care to address widespread blatant violation of amateur rules at present; one response has been to ask the American Radio Relay League what it is going to do about illegal third party traffic on the amateur bands. The FCC doesn't want to enforce its own rules.
2. Everyone on the freeway will never buy a radio, CB or other kind. This negates the purpose of your idea.
3. Assuming everyone had a CB and had it tuned to the weather advisory channel, many jerks would not pay attention anyway.
4. Having seen CB degenerate a number of years ago, just before I got my amateur license, I truly believe CB serves no useful purpose; it used to, however.

I hate driving in fog. I have seen the result of chain reaction accidents on expressways. My best advice is to do what I do when I encounter fog on a limited-access highway; SLOW DOWN, KEEP YOUR EYES OPEN AND GET OFF ON THE FIRST EXIT YOU COME TO.

This is not meant to be a flame, just my personal opinion. I hope you get useful suggestions on how to petition the FCC, just don't expect much in the way of help from them. Your idea is not without merit.

John L. Broughton WB9VGJ
AT&T Bell Laboratories
1200 E. Warrenville Road
Naperville, IL 60566-7045
(708) 713-4319
john.l.broughton@att.com
att!john.l.broughton

From mjbarkl Wed Jun 13 12:06 PDT 1990
To: XXXXX!att!ihlpl!waco
Subject: CB "Traffic Advisory Channel" petition

Hi, John. Thanks for your note.

>I did not read your original posting to rec.ham-radio as I usually
>avoid any CB postings.

Guts of the posting was as follows:

---cut---

[PETITION]

---cut---

...and I was looking for comment on the wording, feasibility, etc. I've received quite a bit.

Exhibit D, p. 14

> 1. The FCC is degregulating radio services. Don't expect them to
> be receptive to creating new services, rules. They don't care
> to address widespread blatant violation of amateur rules at
> present; one response has been to ask the American Radio Relay
> League what it is going to do about illegal third party traffic
> on the amateur bands. The FCC doesn't want to enforce its own
> rules.

That's what I've been hearing. Yet I was hoping that merely the designation of a channel would be followed by the kind of support REACT has maintained for channel 9 and the self-discipline that does seem to govern the use people make of that channel now.

> 2. Everyone on the freeway will never buy a radio, CB or other kind.
> This negates the purpose of your idea.

I'm not so sure. Driving in Central Valley tule fog is such a white-knuckle experience that it might catch on. But I wasn't necessarily looking for unanimous subscription. I am as happy to listen to the current CB community in the fog (especially truckers), but would like their buy-in on a nationwide channel designation which I don't think I could get without a general designation from the FCC.

> 3. Assuming everyone had a CB and had it tuned to the weather
> advisory channel, many jerks would not pay attention anyway.

"Traffic Advisory" not "weather advisory", although weather is a factor. And if we had one, monitored, one of the messages I would broadcast would include descriptions of vehicles being driven in such a fashion as to be a deadly threat to those down the road (you know, the "many jerks").

> 4. Having seen CB degenerate a number of years ago, just before I
> got my amateur license, I truly believe CB serves no useful
> purpose; it used to, however.

Regrettably true, but at this point I'm reaching for what I can get just to live through next winter's fog season.

> I hate driving in fog. I have seen the result of chain reaction
> accidents on expressways. My best advice is to do what I do when
> I encounter fog on a limited-access highway; SLOW DOWN, KEEP YOUR
> EYES OPEN AND GET OFF ON THE FIRST EXIT YOU COME TO.

You are, of course, correct. But good ol'XXXXX doesn't want me taking 20-30 days off every winter on accounta fog. So I'm looking to make it safer until we all get coordinated proximity and speed control systems.

Thank you. Please send more comments.

--Mike

>From cod.nosc.mil!medin Tue Jun 12 17:23:54 1990 remote from ns.XXXXXX.COM
Received: from cod.nosc.mil by ns.XXXXXX.COM (4.1/SMI-4.1)
id AA22686; Tue, 12 Jun 90 17:23:54 PDT
Received: by cod.nosc.mil (5.59/1.27)
id AA03362; Tue, 12 Jun 90 17:23:46 PDT
Date: Tue, 12 Jun 90 17:23:46 PDT
From: medin@cod.nosc.mil (Ted Medin)
Message-Id: <9006130023.AA03362@cod.nosc.mil>
To: mbark@XXXXXX.COM
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Newsgroups: rec.ham-radio,rec.radio.shortwave,ca.driving,ba.transportation,misc.emerg-serv
ices,rec.autos.driving
In-Reply-To: <7617@XXXXXX.XXXXXX.COM>

Exhibit D, p.15

References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu>
Organization: Naval Ocean Systems Center, San Diego
Cc:

Congratulations you handled the flame well and your point is well taken,
keep up the good work.

73, ted
n6trf

From cs.unc.edu!hardarso Wed Jun 13 06:33:42 1990 remote from ns.XXXXX.COM
Received: from mcnc.mcnc.org by ns.XXXXX.COM (4.1/SMI-4.1)
id AA01614; Wed, 13 Jun 90 06:33:42 PDT
Received: from currituck.cs.unc.edu by mcnc.mcnc.org (5.59/MCNC/5-16-88)
id AA03973; Wed, 13 Jun 90 09:33:45 EDT
Received: from weiss.cs.unc.edu by currituck.cs.unc.edu (5.61/UNC_02-28-90)
id AA12243; Wed, 13 Jun 90 09:32:45 -0400
Received: by weiss.cs.unc.edu (5.61/UNC_02-28-90)
id AA06932; Wed, 13 Jun 90 09:32:42 -0400
Date: Wed, 13 Jun 90 09:32:42 -0400
From: Kari Hardarson <hardarso@cs.unc.edu>
Message-Id: <9006131332.AA06932@weiss.cs.unc.edu>
To: mbark@XXXXX.COM
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Newsgroups: ca.driving,ba.transportation,rec.ham-radio,rec.radio.shortwave,misc.emerg-serv
ices,rec.autos.driving
In-Reply-To: <7626@XXXXX.XXXXX.COM>
References: <6235@uudell.dell.com>
Organization: University Of North Carolina, Chapel Hill
Cc:

You made me curious.. Could you post me the frequency for channel 19, that
is, if you have it somewhere? I have one of those Sony 7600 radios...

Thanks,
Kari

--
Kari Hardarson | T'was brillig and the slithy toves
217 Jackson Circle | did gyre and gimble in the wabe...
27514 Chapel Hill, NC |

From mjbarkl Wed Jun 13 12:25 PDT 1990
To: XXXXX!mcnc.mcnc.org!currituck.cs.unc.edu!weiss.cs.unc.edu!hardarso@cs.unc.edu
Subject: CB "Traffic Advisory Channel" petition

You wrote,

> You made me curious.. Could you post me the frequency for channel 19, that
> is, if you have it somewhere? I have one of those Sony 7600 radios...
> Thanks,
> Kari

Ah, er, I'm afraid you've caught me on this one. All I know is that when
I buy a CB from radio shack and I click the knob over to channel 19, there
it is. I could ask my (smarter) brother (K6ROO, Walnut Creek) if you like,
or I'm sure your local radio shack dealer will tell you.

--Mike

Path: XXXXX!XXXXX!XXXXX.com!mips!apple!usc!samsung!umich!mailrus!ames!amdahl!pyramid!ctnew
s!risky!pase60!rbirch
From: rbirch@pase60.Convergent.Com (Robert Birch)
Newsgroups: rec.ham-radio,rec.radio.shortwave,ca.driving,ba.transportation
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

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Message-ID: <107@risky.Convergent.COM>

Date: 12 Jun 90 20:55:55 G

References: <7605@XXXXXX.XXXXXX.COM> <25212@usc.edu> <7617@XXXXXX.XXXXXX.COM>

Sender: root@risky.Convergent.COM

Reply-To: rbirch@pase60.UUCP (Robert Birch)

Distribution: usa

Organization: Unisys Network Computing Group (CT), San Jose, CA

Lines: 58

Xref: XXXXXX rec.ham-radio:21960 rec.radio.shortwave:2415 ca.driving:3295 ba.transportation:790

In article <7617@XXXXXX.XXXXXX.COM> mbark@XXXXXX.COM (Michael Barkley) writes:

>Over the past two years I have been in the middle of multiple-vehicle
>chain-reaction collisions in the fog in the San Joaquin Valley. On
>12/18/89 the pileups totaled some 60 vehicles, sent 30 people to the
>hospital, and one to the morgue - the guy who died was less than a
>hundred yards behind me. On 12/14/88 the pileups totaled 30 vehicles,
>sent 29 people to the hospital, and one to the morgue - this guy was
>also less than a hundred yards behind me. On 12/18/89 I watched a
>car climb over another one two cars behind me, and burst into flames.
>I watched a half dozen individual collisions next to me on I-5 and
>heard another half dozen back in the fog.

> I had hoped that as in interim measure, CB could help. On
>12/18/89 there were many large trucks involved, some jackknifed, one
>flipped completely over on its back (he was cited, but not for the
>manslaughter that resulted), and so on. The collisions had
>gone on for some 10 to 15 minutes before I arrived on the scene. I
>was doing 30-35 mph (scared out of my wits) and barely had time to stop.
>It seems that CB might be the best way to get the warnings out to the
>truckers and others with CB radios to furnish this warning of the
>obstruction ahead, and reduce the piling on that follows such initial
>collisions.

> But without some sort of channel specified for "traffic
>advisory", accompanied by self-discipline of the users, I doubt
>that it would work. I know of no way to get a consensus among CB
>users to agree on rulemaking without the FCC intervening and doing
>for the community.

O.K., in my original reply, i had assumed you were just worried about
your rush-hour commute. i appologize.

i remember one year our church was on the way home from a ski trip
on New Year's Eve. We were eastbound on I-40 in western Oklahoma,
and a carload of westbound party'ers had driven into the median and
overturned in the middle of our side of the interstate. It was 3:00am
and pitch dark, with no lights for miles. There were bodies and beer
bottles strewn all over the road. A truck driver who had seen it happen
warned us over the radio (channel 19). We stopped, put out flares,
directed traffic, and waited for the Highway Patrol to arrive. If it
hadn't been for the trucker on 19, we would have driven the bus right
over the middle of it.

The ad-hoc road channel is where traffic advisory info would be the
most widely recieved, but you still have the problem that not many
automobiles have radios. (i do, but i lived in California for three
years before i heard that the road channel in Northern CA was 17. It
took another couple of months listening to 17 - about 3 trips to LA -
before i heard that the road channel in Southern CA was 15. i never
would have found out, had i not driven through Nevada on the way to
Mammoth Lakes and heard people talking about it on 19.)

The channel is already there; what we need is a little more publicity.
(Maybe a lot!) CB's are cheap enough these days; more people may have

Exhibit D, p 17

them if they were to realize their usefulness on the highway

-rdb

Path: XXXXX!XXXXX!XXXXX.com!mips!apple!usc!ucsd!ames!amdahl!pyramid!ctnews!risky!pase60!rb
irch
From: rbirch@pase60.Convergent.Com (Robert Birch)
Newsgroups: ca.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <103@risky.Convergent.COM>
Date: 12 Jun 90 20:15:41 GMT
References: <7606@XXXXX.XXXXX.COM> <Jun.8.11.15.07.1990.12567@presto.ig.com>
Sender: root@risky.Convergent.COM
Reply-To: rbirch@pase60.UUCP (Robert Birch)
Distribution: usa
Organization: Unisys Network Computing Group (CT), San Jose, CA
Lines: 39

In article <Jun.8.11.15.07.1990.12567@presto.ig.com> mcb@presto.ig.com (Michael C. Berch) writes:

>I think Mike Barkley's idea of a "Traffic Advisory" channel on CB is a
>good one, but ...

>
>The *worst* thing to do is to get
~~~~~

>the government involved;  
~~~~~ AMEN!

>
>I haven't paid any particular attention to CB in the last 10 years or
Exactly... while CB's enjoyed tremendous popularity a few years ago,
i don't see many four-wheelers on the highway with a radio.
With the commuter traffic in the city, i will bet the number is very
nearly zero.
If the goal is a traffic advisory channel to ease the flow of
commuter traffic, we need a full-time traffic AM radio station.
Instead of petitioning the FCC, perhaps we should petition the
local news stations to devote a little more time to traffic -
suggesting alternate routes, and being much more thorough with
their problem reporting.
The general public does not benefit from Citizens' Band, and with
the large number of recent immigrants in the Bay area, many do
not even know what a CB is (this is certainly true of people who
ride in my car :-)
If you want useful road info, why don't you just try the road
channel...

>so, but my understanding is that each of the long-haul interstates
>still have CB channels informally associated with them, and that
>truckers still make extensive use of this to exchange road condition
>information.

- Channel 15 for Southern California
- Channel 17 for Northern California
- Channel 19 for the rest of the nation.

(Why is California so weird? :-)

-rdb

Path: XXXXX!XXXXX!XXXXX.com!ames!lll-winken!uunet!fernwood!lia!erc
From: erc@lia (Ed Carp)
Newsgroups: ca.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Summary: true, but long ago...

Exhibit D, p.18

thankful of having allotted self 2 hours for this little trip.
I just lost 1/2 my margin in error and had NO IDEA how long
it was going to take to get rid of the rental car, etc. Next
traffic alert system says "traffic jam - 134 on ramps closed."
Now I grew up in Glendale, CA where this offramp is so I figured
If I got into trouble again I could get off the freeway and
take the appropriate surface streets...THEY HAD THOSE BLOCKED OFF
FOR NO GOOD REASON TOO! I made the plane, but with about 2 minutes
to spare before they started boarding. Geesssssssh!

Let me make the following points:

- 1) You need to distribute accurate/up-to-date information. This
is just about impossible. Even the CHP dispatchers don't know
what's going on. Your best defense in the metro areas seems
to be listening to AM radio to stations that have traffic reports.
- 2) A new radio service of any sort probably ISN'T necessary. What
might be a better system is to talk one of the valley radio
stations into doing road situation reports every 10-15 minutes
AND somehow let the public know which station to listen to.

I found the LA traffic reports (which I wasn't listening too like a
fool) to be better information than the traffic signs. As for
drivers letting each other know via radio....there is a big
difference between someone who picks up a mike for the first
time and someone who makes radio a hobby like hams. What you
typically hear on CB other than Ch 9 is the first of these
two types, Ch 9 has the latter. It actually takes some study,
and some discipline to know how to talk on a radio correctly
and efficiently....I've actually written a manual on the subject
so...I personally don't think that a new radio service any major
form would fix the problem....maybe work within the structure
that already exists seems to be a better solution. Almost
all vehicles have am/fm, not 27 mhz as an example.

Hope that helps some...

Steve Wilson, KA6S

From mjbarkl Wed Jun 13 18:15 PDT 1990
To: XXXXX!wyse!wise.com!stevew
Subject: CB "Traffic Advisory Channel" in the Fog

Hi, Steve:

- > Let me make the following points:
>
> 1) You need to distribute accurate/up-to-date information. This
> is just about impossible. Even the CHP dispatchers don't know
> what's going on. Your best defense in the metro areas seems
> to be listening to AM radio to stations that have traffic reports.

I usually listen to KCBS during my commutes. They are OK unless I
want information. For their coverage of the fast-growing
commute over the Altamont, they routinely run a half-hour behind
the events, occasionally even get the direction obstructed wrong
(grr.), and so on. On 12/18/89 the pileup had gone on for 10 minutes
or more before I even got to it. And I was 10 minutes out of it (using
back roads I don't tell most people about) before I heard the first
comment on KCBS. Their comment was something like "We're hearing from
people in the fog out there in San Joaquin County. It's like a war
zone out there. Please slow down and take it easy," or some such.
Irresponsibly vague.

Exhibit D, p. 20

What I wanted to hear, within moments of the first impacts, were the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 1 AT MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL LANES ARE BLOCKED WITH MASSIVE ACCIDENTS. ALL LANES ARE BLOCKED. THE FOG IS VERY DENSE, THE ROADS ARE SLICK, AND IF YOU ARE GOING FASTER THAN 30 MPH YOU WILL NOT BE ABLE TO STOP." Which was the truth. A CHP override on some sort of widely-monitored channel really seems to me to be the hope for the future. I understand that in Germany, such an automatic emergency override is built into car radios to permit such a broadcast on all channels, but here I was seeking something fast, cheap, and easy even if it isn't perfect. Hence, CB.

>2) A new radio service of any sort probably ISN'T necessary. What
> might be a better system is to talk one of the valley radio
> stations into doing road situation reports every 10-15 minutes
> AND some how let the public know which station to listen too.

A lot can happen in 10-15 minutes. And getting the info second-hand adds distortions as well. Commercial radio just doesn't seem to satisfy the need for rapid, accurate information. Your points about the LA sign systems are well-taken, and they suffer from the same 2nd-party delay problems. I sent a note to the fellow from the Valley CB'ers about their OTHC use of Channel 14 on I-405 to get some more details - maybe they're actually making it work. Of course, nothing will help with the Harbor Freeway/Hollywood Freeway mess unless people broadcast the unusual times when they are UN-obstructed.

>I found the LA traffic reports(which I wasn't listening too like a
>fool) to be better information than the traffic signs.

KNX seemed to be pretty good.

>As for
>drivers letting each other know via radio....there is a big
>difference between someone who picks up a mike for the first
>time and someone who makes radio a hobby like hams. What you
>typically hear on CB other than Ch 9 is the first of these
>two types, Ch 9 has the latter. It actual takes some study,
>and some discipline to know how to talk on a radio correctly
>and efficiently....I've actually written a manual on the subject
>so...I personally don't think that a new radio service any major
>form would fix the problem....maybe work within the structure
>that already exists seems to be a better solution.

Mostly I want to listen, not talk. I got tired of the usual CB BS 15 years ago. If there were a way to increase the wheat-to-chaff ratio it might take off. Even doomed to failure, it would be better than what we've got in the fog.

>Hope that helps some...

Yep. Thanks. If I get all the reasons why it won't work off the net, then by the time to go public I should have all my ducks in a row. From what I've been hearing, it's actually working now on a limited basis, on various channels, in various locations. Now I would like to see it strengthened.

--Mike

From Sun.COM!tjonz Wed Jun 13 11:21:17 1990 remote from ns.XXXXX.COM
Received: from Sun.COM by ns.XXXXX.COM (4.1/SMI-4.1)
id AA05829; Wed, 13 Jun 90 11:21:17 PDT
Received: from snail.Sun.COM (snail.Corp.Sun.COM) by Sun.COM (4.1/SMI-4.1)
id AA15652; Wed, 13 Jun 90 11:21:13 PDT
Received: from caliban.ortort by snail.Sun.COM (4.1/SMI-4.1)

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id AA20437; Wed, 13 Jun 90 11:18:14 PDT
Received: by caliban.ortor (4.1/SMI-4.1)
id AA00973; Wed, 13 Jun 90 11:16:16 PDT
Date: Wed, 13 Jun 90 11:16:16 PDT
From: tjonz@Sun.COM (Todd Jonz)
Message-Id: <9006131816.AA00973@caliban.ortor>
To: mbark@XXXXX.COM
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Mike,

I am personally embarrassed by the hostile reactions you have received in response to your recent posting to rec.ham-radio. Some of my brethren seem to have a severe need to feel superior to someone, and a great deal of their energy is spent denegrating the folks who use the 11 meter band. On behalf of those hams who are not flaming idiots, please accept my apology for the behavior of those with fewer mental faculties.

As to your request for comments, I'm afraid my opinion won't be very encouraging. As far as I can tell, your petition is a request to the FCC to regulate. This is something that the Commission has been very hesitant to do in recent times, especially in light of the deregulatory trends during the Reagan years. There have been specific issues on the ham bands where the FCC had the right to take certain actions and chose not to do so, in spite of some encouragement from parts of the ham community encouraging them to exercise their *responsibility* in these area. In my opinion, they just don't have the bucks for this sort of thing, and it's unlikely that they will in the future.

Asking for regulation on the Citizen's Band would seem to me to be even more difficult. The CB boom of the 70's is still too fresh in the FCC's memory, and it's my guess that they will be very hesitant to take any action. What's more, if such a measure were adopted, it would likely increase the need for enforcement, and that take *real* money that the Commission just doesn't have.

While I applaud your motivation in this, I would have to consider its acceptance a longshot. Good luck nonetheless, and I hope you'll post any future developments to the net.

-- KB6JXT, Todd

Path: XXXXX!XXXXX!XXXXX.com!mips!apple!usc!ucsd!sdd.hp.com!samsung!dali.cs.montana.edu!ogi
cse!emory!rsiatl!nanovx!ke4zv!gary
From: gary@ke4zv.UUCP (Gary Coffman)
Newsgroups: rec.ham-radio,rec.autos.driving,misc.emerg-services
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <326@ke4zv.UUCP>
Date: 12 Jun 90 23:47:40 GMT
Reply-To: gary@ke4zv.UUCP (Gary Coffman)
Followup-To: rec.ham-radio
Distribution: usa
Organization: none
Lines: 57
Xref: XXXXX rec.ham-radio:21971 rec.autos.driving:1535 misc.emerg-services:1090

In article <7617@XXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes:
>It seems that CB might be the best way to get the warnings out to the
>truckers and others with CB radios to furnish this warning of the
>obstruction ahead, and reduce the piling on that follows such initial
>collisions. It might also be one of the best ways to gain consensus
>among motorists in the fog on what the maximum safe speed is, including
>from that "Pic'n Save" big rig engaged in a 70 mph speed contest with a
>jacked-up 4wd pickup in 40 mph fog westbound on SR 120 at Airport Way at
>8:15 a.m. on 12/20/89. For instance.

Exhibit D, p. 32

>
> (Beyond that, I would look forward to the day when I could be
>able to gain advance notice of traffic tie-ups, know specifically
>where the other end of the jam is, and what caused it, and more
>efficiently select an alternate route.)

>
> But without some sort of channel specified for "traffic
>advisory", accompanied by self-discipline of the users, I doubt
>that it would work. I know of no way to get a consensus among CB
>users to agree on rulemaking without the FCC intervening and doing
>for the community.

>
> How about it, hams? Is this idea worth your support? Can
>you help?

The key problem with this idea is getting the necessary self-discipline from the users. Originally channel 19 was the traffic channel used to report "road hazards" (mostly radar speed traps) that were created by the 55 mph speed limit. This worked well for about a year until CB gained popularity due to some bad movies. Then the pseudo-rednecks and the hookers moved in and made it useless. The mess became so bad that the FCC gave up in disgust and even quit licensing the users since enforcement resources are so small and noncompliance with the rules was so overwhelming. FCC enforcement resources are even smaller today than when this occurred so it is highly unlikely that the FCC will revisit this area of the spectrum. In fact the FCC does see a need for personal emergency services and has proposed to STEAL yet another HAM BAND (220 Mhz) for a service called PELTS (Personal Emergency Locator) among other things. The advantage as they see it is that NO VOICE equipment will be allowed and automatic identification will be required. This would tend to discourage the pseudo-rednecks. Unfortunately the lack of interaction also promises to make the service unpopular enough with the masses that not enough units would be installed to be useful.

Any proposal must address the twin problems of wide availability coupled with strong discipline amongst the user base. Amateur radio has the discipline (mostly :-()) and coverage. Unfortunately it no longer has the mass appeal necessary to make this service work. CB has the mass appeal, but as explained above, doesn't have now, nor is likely to have in the future, the discipline necessary for your proposed service. There are, unfortunately, enough people who will make obnoxious fools of themselves when cloaked by the twin anonymity of automobiles and radio to insure the failure of the proposal.

This is too bad as your idea has merit.

Gary KE4ZV

Path: XXXXX!XXXXX!XXXXX.com!ames!think!linus!saint!lewis
From: lewis@saint (Keith Lewis)
Newsgroups: rec.autos.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <110768@linus.mitre.org>
Date: 13 Jun 90 14:55:40 GMT
References: <6235@uudell.dell.com> <7626@XXXXXX.XXXXX.COM>
Sender: usenet@linus.mitre.org
Reply-To: lewis@saint.UUCP (Keith Lewis)
Distribution: usa
Organization: The MITRE Corporation, McLean, VA
Lines: 23

In article <7626@XXXXXX.XXXXX.COM> mbark@XXXXXX.COM (Michael Barkley) writes:

>
>I don't see any problem with Channel 19, but my brother says in this area

Exhibit D, p 23

>it's Channel 17. Does 19 have some official designation?

The only channel with any official designation is 9, the emergency channel.

19 is known among long haul truck drivers (nationwide, I believe) as the channel to listen on. If you see a truck coming the other way, and you wish to greet him, chances are he'll be tuned to 19.

In different local areas, there are "local" channels that different groups of local people use.

Low-power walkie-talkies are usually set to 14. I think it may have been designated at one time as the frequency you don't need a licence to use at low power. Yes, I agree that at 4-8 W, all CB's are low power, but those walkie-talkies were a lot less (100 mW or so).

- - - - Keith Lewis - - - - -

lewis@saint.mitre.org, klewis@mitre.arpa, (703)883-5873

"Sometimes I think [love and sex] are completely different. Sex alleviates tension; love causes it." - Woody Allen

Path: XXXXX!XXXXX!XXXXX.com!ames!rex!samsung!uunet!zephyr.ens.tek.com!vice!georgep

From: georgep@vice.ICO.TEK.COM (George Pell)

Newsgroups: rec.ham-radio

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <5198@vice.ICO.TEK.COM>

Date: 13 Jun 90 17:07:34 GMT

References: <326@ke4zv.UUCP>

Reply-To: georgep@vice.ICO.TEK.COM (George Pell)

Distribution: usa

Organization: Tektronix, Inc., Beaverton, OR.

Lines: 15

In article <326@ke4zv.UUCP> gary@ke4zv.UUCP (Gary Coffman) writes:

+

+.... revisit this area of the spectrum. In fact the FCC does see a
+need for personal emergency services and has proposed to STEAL yet
+another HAM BAND (220 Mhz) for a service called PELTS (Personal
+Emergency Locator) among other things. The advantage as they see it is
+that NO VOICE equipment will be allowed and automatic identification
+will be required. This would tend to discourage the pseudo-rednecks.

You have this backwards. UPS already stole the 220 Mhz band. A
Portland, Ore. HAM proposed PELTS, which was approved, and he 'STOLE'
one of the 220 Mhz frequencies back from UPS.

geo

Exhibit D, p. 24

From mjbarkl Mon Jun 11 14 , PDT 1990
To: XXXXX!ames!ucsd!usc!aero!faigin
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

You were saying,

<> Well, at least here in Southern California, along the I-405 Fwy between the
<> San Fernando Valley and LA, there is a club called Valley CB-ers (a/k/a "The
<> Over The Hill Gang or OTHG) that exchanges traffic information using Channel
<> 14.

I-405 certainly needs it! Whew! I don't get down there much, but
bumper-to-bumper 10 lanes across at midnight is mind-boggling and if
anybody sneezes everybody has to stop and start over again.

I understand the truckers use Channel 17 up here.

Did you have to muscle your way into Channel 14, or did it just grow?

How do you enforce channel discipline and does it work?

Do you share info with KNX (or whatever that station is with the
"deet-deet-deet-doot-doot" "deet-deet-doot-doot-doot" traffic alert alert
that infests my nightmares)?

Does your traffic info exchange help?

--Mike

Path: XXXXX!XXXXX!XXXXX.com!mips!apple!snorkelwacker!spdcc!merk!alliant!muller
From: muller@Alliant.COM (Jim Muller)
Newsgroups: rec.ham-radio
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <3915@alliant.Alliant.COM>
Date: 13 Jun 90 18:05:09 GMT
References: <326@ke4zv.UUCP>
Reply-To: muller@alliant.Alliant.COM (Jim Muller)
Distribution: usa
Organization: Alliant Computer Systems, Littleton, MA
Lines: 50

In article <326@ke4zv.UUCP> gary@ke4zv.UUCP (Gary Coffman) writes:

>...Originally channel 19 was the traffic channel used to
>report "road hazards" (mostly radar speed traps) that were created by
>the 55 mph speed limit. This worked well for about a year...

I first started using a CB radio in, oh, about 1973. Back then when
truckers started using CB (possibly organized by but probably *not*
officially sanctioned by the Teamsters Union) (i.e. "originally"), the
preferred channel for road communication was 10, not 19, and the FCC
allowed for only 23 channels but 5 watts. Rules allowed for only a few
channels (something like 9-11, and 19-23, but I really don't remember)
to be used between units not registered under the same license (i.e.
mobile extensions of one licensed base station). Channel 9 was used
for emergency calls, but I can't really remember when this protocol
came about, nor was I ever involved in any organizations that tried
to manage such things. Courtesy was common, since most users originally
got involved as hobbyists, and profanity was actively discouraged(!).

Popularity grew dramatically in response to the 55 mph limit. The
technology grew too, with some trucks carrying multi-hundred-watt
transmitters that let them carry on their own long-distance conversations
by overpowering other players. Eventually, the average distance you

Exhibit D, p.25

could carry on a conversation (on the east coast during a busy weekend) was limited by the average distance between people trying to talk at the same time. Sometime in the mid-to-late 70's, the FCC increased the number of channels to 40 and dropped the maximum power to, let's see, I think maybe 4 watts at the set, 3 watts from the antenna (or something like that; I'm not an e.e. so I don't know the standards of how antenna power is rated). About this time, automotive use was switched over to channel 19, though I don't know how this was done. (I was a graduate student, and spending less time on the road.) The motivation was to remove the volume away a channel adjacent to the supposed emergency channel 9. The volume did indeed become so great that many people on the road stopped using their radios. Profanity became commonplace as a natural result of the broadening population of users. There was also a significant increase in sunspot activity (a regular phenomenon) at one time then, which made AM transmission (including CB) difficult. The combination of excessive volume and profanity, lack of public interest (and maybe acceptance such as it was of the 55 mph limit), and poor transmission quality, was enough to create major disenchantment among people who had been active user before.

Today, it appears that (with the exception of the higher profanity level) CB use is about like it used to be back in 1973. Maybe my antenna is busted. As for people using channel 19 for an automotive advisory channel, that is really up to the users. CB clubs used to, and maybe still do, maintain some semblance of organization. But it's the guys on the road who have to create and maintain their own support group, by the simplicity of protocol.

--
- Jim Muller

Path: XXXXX!mbark
From: mbark@XXXXX.COM (Michael Barkley)
Newsgroups: ca.driving,ba.transportation,misc.emerg-services,rec.autos.driving,rec.ham-radio,rec.radio.shortwave
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <7645@XXXXX.XXXXX.COM>
Date: 14 Jun 90 19:49:03 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <1990Jun12.195658.29470@lia>
Followup-To: poster
Distribution: usa
Organization: XXXXX, XXXXX, CA
Lines: 87
Xref: XXXXX ca.driving:3319 ba.transportation:793 misc.emerg-services:1092 rec.autos.driving:1587 rec.ham-radio:22003 rec.radio.shortwave:2434

In article <1990Jun12.195658.29470@lia>, erc@lia (Ed Carp) writes:

>
> On the original petition, I believe that cellular phone service will render
> the suggestion (good as it is) obsolete. It might be helpful to establish
> a statewide number one could call. This number would give you road conditions
> and weather information depending on which cell you were in.

Weather conditions I usually get from AM OK. It's road hazards that interest me.

I have several problems with cellular as a method of advising motorists of conditions ahead:

1) It's not fast enough. The person observing the problem needs to pick up his phone and dial somebody. That's time. The person receiving the call has to assimilate the information and make it available to those seeking it. That's time. And the people seeking it have to call or be called. That's time.

2) The info is filtered unless everybody calls everybody else, an interesting mental picture. In the process, info gets generalized.

Exhibit D, p. 26

3) Even if CB is . int-to-point, the rest of us can eavesdrop on the conversation and hear about the problem as it is reported. No additional rigamarole to get clued in.

4) It's expensive. I understand about a buck a minute, plus toll charges or some such. During the annual white-knuckle driving fog days, would a person spend an hour or two on the cellular listening for clues? Then you've just paid for an adequate CB rig.

One gentleman suggested that commercial radio would be more appropriate. It fails for similar reasons. I usually listen to KCBS during my commutes. They are OK unless I want information. For their coverage of the fast-growing commute over the Altamont, they routinely run a half-hour behind the events, occasionally even get the obstructed direction wrong (grr.), and so on. On 12/18/89 the pileup had gone on for 10 minutes or more before I even got to it. And I was 10 minutes out of it (using back roads I don't tell most people about) before I heard the first comment on KCBS. Their comment was something like "We're hearing from people in the fog out there in San Joaquin County. It's like a war zone out there. Please slow down and take it easy," or some such. Irresponsibly vague! And the guy two cars in front of me was on the cellular immediately.

What I wanted to hear, within moments of the first impacts, were the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL LANES ARE BLOCKED WITH MASSIVE ACCIDENTS. ALL LANES ARE BLOCKED. THE FOG IS VERY DENSE, THE ROADS ARE SLICK, AND IF YOU ARE GOING FASTER THAN 30 MPH YOU WILL NOT BE ABLE TO STOP." Which was the truth. A CHP override on some sort of widely-monitored channel really seems to me to be the hope for the future. I understand that in Germany, such an automatic emergency override is built into car radios to permit such a broadcast on all channels, but here I was seeking something fast, cheap, and easy even if it isn't perfect. Hence, CB.

KCBS has an arrangement with GTE Mobilnet that anyone may enter STAR-CBS (*227) and connect immediately with their traffic people, free. It helps. They get a lot of reports that way. But it's still not good enough. It's too vague, it's often wrong, and it's usually delayed. For instance, this morning they reported a jack-knifed truck westbound on I-580 at I-680 and another accident westbound at Fallon Road. I think they were a half hour late in the first report. What I wanted to hear was how many yards back from the I-680 exit it was, how many lanes were blocked if any, what speed was the traffic travelling past that point, and how far did it backup. It's gotten so that if I even hear a report on KCBS, unless they say that all lanes are blocked and CHP has closed the road, I automatically assume that the problem is already cured. That's almost always the case. Useless, useless, useless!

Perhaps cellular will help the news feeds more as time goes on but it doesn't satisfy what I'm looking for, prompt, first-hand information, subject to questioning.

Thanks for your posting(s). I may submit all of them to my (indifferent) Assemblyman if I can get a better nibble out of him on this proposal than I did on the other fog proposals. If not, well his opponent in November is a CHP officer who works those fog pileups. Unfortunately, he's one of them thar Republicans. Sigh.

--Mike

[this is probably not my employer's opinion]

Exhibit D, p. 27

From uucp Fri Jun 15 11:51 T 1990
 >From uucp Fri Jun 15 08:51 DT 1990 remote from XXXXX
 >From darrelj Fri Jun 15 08:40:47 1990 remote from culv.unisys.com
 Received: by decwrl.dec.com; id AA26268; Fri, 15 Jun 90 08:40:47 -0700
 Received: from sea.culv.unisys.com by dim.culv.unisys.com (4.1/mls/3.1)
 id AA17217; Fri, 15 Jun 90 08:35:59 PDT
 Received: by sea.culv.unisys.com (4.1/mls/3.1)
 id AA03646; Fri, 15 Jun 90 08:37:33 PDT
 Date: Fri, 15 Jun 90 08:37:33 PDT
 From: darrelj@culv.unisys.com (Darrel VanBuer)
 Message-Id: <9006151537.AA03646@sea.culv.unisys.com>
 To: XXXXX!XXXXX!mjbarkl
 Subject: Re: CB "Traffic Advisory Channel" petition

One angle on billboards: carriers of advertising mostly do moderate amounts of pro bono, public service announcements (as do radio and TV), so that with an appropriate non-profit group you might make the pool of free ads (which tend to get run when no paying ad is available).

From uucp Fri Jun 15 11:51 EDT 1990
 >From uucp Fri Jun 15 08:54 PDT 1990 remote from XXXXX
 >From darrelj Fri Jun 15 08:49:22 1990 remote from culv.unisys.com
 Received: by decwrl.dec.com; id AA28077; Fri, 15 Jun 90 08:49:22 -0700
 Received: from sea.culv.unisys.com by dim.culv.unisys.com (4.1/mls/3.1)
 id AA17264; Fri, 15 Jun 90 08:44:38 PDT
 Received: by sea.culv.unisys.com (4.1/mls/3.1)
 id AA03650; Fri, 15 Jun 90 08:46:12 PDT
 Date: Fri, 15 Jun 90 08:46:12 PDT
 From: darrelj@culv.unisys.com (Darrel VanBuer)
 Message-Id: <9006151546.AA03650@sea.culv.unisys.com>
 To: XXXXX!XXXXX!mjbarkl
 Subject: Re: CB "Traffic Advisory Channel" petition

By the way, I think that a dense Tule fog on I-5 does constitute an emergency worth using channel 9 for, since it represents inherently unsafe driving conditions (unlike for example road closed due to construction in good visibility, which would of course be useful traffic advisory).

Has anyone sent you the format for an FCC petition yet? If not, I probably have it in my files from some of the earlier ham issues before the FCC.

Darrel

From mjbarkl Fri Jun 15 09:45 PDT 1990
 To: XXXXX!darrelj@culv.unisys.com
 Subject: CB "Traffic Advisory Channel" petition

> By the way, I think that a dense Tule fog on I-5 does constitute an
 > emergency worth using channel 9 for, since it represents inherently
 > unsafe driving conditions (unlike for example road closed due to
 > construction in good visibility, which would of course be useful traffic
 > advisory).

I would think it's an "emergency" also, but I remember the tales I've heard over the years about people reporting stalls in dangerous locations along the freeways where the victim obviously needed help, only to get dumped on by CHP or whomever monitors Channel 9 for abusing it. I think we had 40 to 50 days of that up-to-400-mile fog bank this past winter, and I personally experienced a dozen days where 40 mph was too fast (and one where 15-mph was excessive!), but once it goes on for that long it kind of pushes the definition to call it an "emergency". Channel 9 does not meet my needs for this kind of information partly because it's so seldom used, and I don't think I am alone in finding 9 pretty much useless (sorry REACT). Once the collisions occur, of course, it's a Channel 9 emergency, but who's listening?

Exhibit D, p.28

Speaking personally, I would not buy a CB to listen to dead air on Channel 9, but I would buy 3 of them (3 cars) ASAP for a traffic advisory channel.

> Has anyone sent you the form for an FCC petition yet? If not, I probably
> have it in my files from the earlier ham issues before the FCC.

If you could mail me one, I'd be very grateful. There are just some things you can't get out of a law library no matter how good the library is (and at Stockton, it's lousy). I'm at "Mike Barkley, 161 N. Sheridan Ave. #1, Manteca, CA 95336 209/823-4817". Thanks a bunch.

--Mike

From mjbarkl Fri Jun 15 10:04 PDT 1990
To: XXXXX!darrelj@culv.unisys.com
Subject: CB "Traffic Advisory Channel" petition

Hello, again, Darrel:

Here I am, again, not paying attention to who sends what mail which is why I'm sending two notes....

> One angle on billboards: carriers of advertising mostly do moderate
> amounts of pro bono, public service announcements (as do radio and TV),
> so that with an appropriate non-profit group you might make the pool of
> free ads (which tend to get run when no paying ad is available).

Actually, if a traffic advisory channel were set up, I was hoping to hit up those guys (including the CB radio industry) for exactly that thing.

But if one is not set up, I think the issue of whether or not fog is an emergency condition would get in the way of obtaining the space. And I really would hate to see a campaign for one year forgotten in subsequent years because Channel 9 is still "dead air".

--Mike

Path: XXXXX!XXXXX!XXXXX.com!mips!prls!philabs!briar!rfc
From: rfc@briar.Philips.Com (Robert Casey)
Newsgroups: rec.ham-radio,rec.radio.shortwave
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <99078@philabs.Philips.Com>
Date: 14 Jun 90 01:34:50 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM>
Sender: news@philabs.Philips.Com
Reply-To: rfc@briar.philips.com.UUCP (Robert Casey)
Distribution: usa
Organization: Philips Laboratories, Briarcliff Manor, NY
Lines: 6
Xref: XXXXX rec.ham-radio:22012 rec.radio.shortwave:2442

Seems to me that they don't really need to use radio to warn people of bad road conditions. Strategically placed flashing warning signs should do it, and all drivers will see them. Having warnings on radio (CB, whatever) won't help drivers without the proper radio tuned to the proper frequency.

73 de WA2ISE

Path: XXXXX!XXXXX!XXXXX.com!ames!ncar!midway!uxl.cso.uiuc.edu!uxl.cso.uiuc.edu!phil
From: phil@uxl.cso.uiuc.edu
Newsgroups: rec.ham-radio
Subject: Re: Call for Comment, CB "Traffic Advis
Message-ID: <30500572@uxl.cso.uiuc.edu>
Date: 15 Jun 90 03:35:00 GMT
References: <7605@XXXXX.XXXXX.COM>

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Lines: 12
Nf-ID: #R:XXXXX.XXXXX.COM J5:uz1.cso.uiuc.edu:30500572:0 491
Nf-From: uz1.cso.uiuc.edu!phil Jun 14 22:35:00 1990

> You have this backwards. UPS already stole the 220 Mhz band. A
> Portland, Ore. HAM proposed PELTS, which was approved, and he 'STOLE'
> one of the 220 Mhz frequencies back from UPS.

Nope...

Aerotron stole the 220 Mhz band and SOLD it to the first buyer willing to help them do it, then a ham proposed PELTS which is TEN channels.

--Phil Howard, KA9WGN-- | Individual CHOICE is fundamental to a free society
<phil@uz1.cso.uiuc.edu> | no matter what the particular issue is all about.

Path: XXXXX!mbark
From: mbark@XXXXX.COM (Michael Barkley)
Newsgroups: rec.ham-radio,rec.radio.shortwave,rec.autos.driving,misc.emerg-services,ca.driving,ba.transportation
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <7650@XXXXX.XXXXX.COM>
Date: 15 Jun 90 18:07:22 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <99078@philabs.Philips.Com>
Followup-To: poster
Distribution: usa
Organization: XXXXX, XXXXX, CA
Lines: 37
Xref: XXXXX rec.ham-radio:22016 rec.radio.shortwave:2443 rec.autos.driving:1615 misc.emerg-services:1093 ca.driving:3337 ba.transportation:795

In article <99078@philabs.Philips.Com>, rfc@briar.Philips.Com (Robert Casey) writes:
>
> Seems to me that they don't really need to use radio to warn people of
> bad road conditions. Strategically placed flashing warning signs should
> do it, and all drivers will see them.

I quite agree. And with this we've gone full circle.

For six months I've waged a letter-writing campaign with a few dozen other Central Valley residents to attempt to get the same sort of warning signs installed out there for public safety that CalTrans is installing in L.A. and the Bay Area for driving convenience. The standard CalTrans answer, echoed by Assemblyman Pat Johnston, Stockton, is "Gee, man, there ain't no money for that, man...." Grr.

The cheapest solution I can come up with (an interim, an aid, a partial solution), is a CB "traffic advisory channel". Cost? Maybe a few hundred bucks for the FCC, offset by millions of dollars of sales tax revenue for state and municipal agencies.

> Having warnings on radio (CB, whatever) won't help drivers without the
> proper radio tuned to the proper frequency.

True. But I am already listening to KCBS, or when in LA, KNX I believe, which do an adequate job for part of the problem. Will drivers acquire a CB and tune to a traffic advisory channel to help them in rush hour? The posting from the fellow with the Valley CB'ers on I-405 in Los Angeles implies yes, since they are already doing that. Will drivers acquire a CB and tune to a traffic advisory channel to help them navigate through the fog when they are scared out of their wits? I sure will. And I've the majority of people I've talked to say they will also, but of course talk is cheap....

Exhibit D, p.30

Thanks for the postings and ideas, folks. They are really helping.

--Mike

Path: XXXXX!XXXXX!XXXXX.com!ames!elroy.jpl.nasa.gov!usc!cs.utexas.edu!texbell!uudell!bigte
x!natinst!sequoia!attdso!ssc!markz
From: markz@ssc.UUCP (Mark Zenier)
Newsgroups: rec.ham-radio
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <828@ssc.UUCP>
Date: 14 Jun 90 19:06:15 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu>
Distribution: usa
Organization: SSC, Inc., Seattle, WA
Lines: 20

```

In article <25212@usc.edu>, kjh@pollux.usc.edu (Kenneth J. Hendrickson) writes:
> In article <7605@XXXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes:
> >      --that Citizens Band Radio
>
> > Pardon my bad attitude, but who the h*ll cares about that spectrum
> anymore? Take your petition elsewhere. A few hams on here are old
> enough to remember when the band was stolen from us. The only
>      ~~~~~
> petition we're likely to support is a petition to return those
> frequencies to the amateur service.
>
> Ken Hendrickson N8DGN/6      kjh@usc.edu      ...!uunet!usc!pollux!kjh

```

Your bad attitude is unpardonable. 33 years is a long time for a stupid grudge.

Yet this bitching continues. How many prospective hams have been alienated by this idiocy? How much better off would the hobby be if a bunch of concrete brained fossils weren't playing "Hatfields and McCoys"?

Markz@ssc.uucp

Path: XXXXX!XXXXX!XXXXX.COM!mips!zaphod.mps.ohio-state.edu!sdd.hp.com!elroy.jpl.nasa.gov!aero!faigin
From: faigin@aerospace.aero.org (Daniel P. Faigin)
Newsgroups: ca.driving,ba.transportation,misc.emerg-services,rec.autos.driving,rec.ham-radio,rec.radio.shortwave
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <FAIGIN.90Jun15074020@sunstroke.aerospace.aero.org>
Date: 15 Jun 90 14:40:20 GMT
References: <7605@XXXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXXX.XXXXX.COM>
<1990Jun12.195658.29470@lia> <7645@XXXXXX.XXXXX.COM>
Sender: news@aerospace.aero.org
Followup-To: ca.driving
Distribution: usa
Organization: The Aerospace Corporation, Computer Security Department, El Segundo CA
Lines: 30
Xref: XXXXX ca.driving:3351 ba.transportation:798 misc.emerg-services:1098 rec.autos.driving:1641 rec.ham-radio:22040 rec.radio.shortwave:2448
In-reply-to: mbark@XXXXXX.COM's message of 14 Jun 90 19:49:03 GMT

In article <7645@XXXXXX.XXXXX.COM> mbark@XXXXXX.COM (Michael Barkley) writes:
What I wanted to hear, within moments of the first impacts, were
the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT
MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL
LANES ARE BLOCKED WITH MASSIVE ACCIDENTS. ALL LANES ARE BLOCKED.
THE FOG IS VERY DENSE, THE ROADS ARE SLICK, AND IF YOU ARE GOING FASTER
THAN 30 MPH YOU WILL NOT BE ABLE TO STOP."

Exhibit D, p. 31

That's certainly not how you'd hear it on CB. It would sound more like...

We have a massive break check at the mossdale get-em-(on or off) southbound on the big nickel or west on (slang for 120). You'll do at best a three oh. It's 10-6 out there.

Thanks for your posting(s). I may submit all of them to my (indifferent) Assemblyman if I can get a better nibble out of him on this proposal than I did on the other fog proposals. If not, well his opponent in November is a CHP officer who works those fog pileups. Unfortunately, he's one of them thar Republicans. Sigh.

If you are getting the assembly interested in this, you might also try talking to State Sen. Richard Katz (I believe that's his name, D-Sepulveda). He's interested in transit issues. If you find some interest, let me know.

Daniel

--

[W]:The Aerospace Corp M1/055 * POB 92957 * LA, CA 90009-2957 * 213/336-8228
[H]:9758 Natick Avenue * Sepulveda CA 91343 * 818/892-8555 | If you turn it
[E]:faigin@aerospace.aero.org * Faigin@dockmaster.ncsc.mil | over and don't
[Vmail]:213/336-5454 Box#3149 | let it go, you end up upside down

Path: XXXXX!XXXXX!well!lll-winken!elroy.jpl.nasa.gov!acro!faigin
From: faigin@aerospace.aero.org (Daniel P. Faigin)
Newsgroups: rec.ham-radio,rec.radio.shortwave,rec.autos.driving,misc.emerg-services,ca.driving,ba.transportation
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <FAIGIN.90Jun15145336@sunstroke.aerospace.aero.org>
Date: 15 Jun 90 21:53:36 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM>
<99078@philabs.Philips.Com> <7650@XXXXX.XXXXX.COM>
Sender: news@aerospace.aero.org
Followup-To: rec.ham-radio
Distribution: usa
Organization: The Aerospace Corporation, Computer Security Department, El Segundo CA
Lines: 37
Xref: XXXXX rec.ham-radio:22039 rec.radio.shortwave:2447 rec.autos.driving:1640 misc.emerg-services:1097 ca.driving:3350 ba.transportation:797
In-reply-to: mbark@XXXXX.COM's message of 15 Jun 90 18:07:22 GMT

In article <7650@XXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes:
The posting from the fellow with the Valley CB'ers on I-405 in Los Angeles implies yes, since they are already doing that.

Well, since I'm the fellow in question ("OtherBeast" at your service), let me let Mike in on some problems with CB.

It's fine and dandy to legislate the channel in Calif. Won't help one bit. A major problem with the OTHG's use of Channel 14 is, what is affectionately referred to as "skipland". These are the people with immense illegal power out in Louisiana, Texas, Inglewood :-), etc. that sit around an "read the mail" for hours at a time. This prevents the locals from using the channel, and you can't ask them politely to leave since our puny, legal 4w rigs can't reach them. The FCC is a toothless wonder on enforcement. Then, there are the "children" who discover CB and think it is a toy. We've had those too. There was "Snowman", who kept sending a null carrier out, advertising his address and saying he had Cocaine for sale (although we did get a CHP officer to listen to the Channel for a while, and "Snowman" suddenly disappeared). There are the children who like to broadcast music on the channel.

A channel reserved for traffic information would be lovely. Unfortunately, with the "clout" of the FCC today in the CB area, it won't happen.

Catch 'ya on the turnaround, good buddy, cause Otherbeast is goin' 10-7 back

Exhibit D, p.32

to some real work.

Daniel

P.S.: There were, at times, other OTHG-ers out on the network. I still have the Email addresses for a few of them.

OB

--

[W]:The Aerospace Corp M1/055 * POB 92957 * LA, CA 90009-2957 * 213/336-8228
[H]:9758 Natick Avenue * Sepulveda CA 91343 * 818/892-8555 | If you turn it
[Em]:faigin@aerospace.aero.org * Faigin@dockmaster.ncsc.mil | over and don't
[Vmail]:213/336-5454 Box#3149 | let it go, you end up upside down

Path: XXXXX!XXXXX!XXXXX.com!mips!zaphod.mps.ohio-state.edu!sdd.hp.com!hplabs!hpfcs!hpfcdc
!perry

From: perry@hpfcdc.HP.COM (Perry Scott)

Newsgroups: rec.ham-radio

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <7880154@hpfcdc.HP.COM>

Date: 15 Jun 90 22:07:51 GMT

References: <7605@XXXXX.XXXXX.COM>

Organization: HP Ft. Collins, Co.

Lines: 15

Rather than petitioning the FCC for new regulations that cannot be enforced, the users of CB need to arrive at a "gentlemen's agreement" about an advisory channel. I would think 19 (or 9 if it is life-threatening) are already for this purpose.

This presupposes that a traffic advisory channel is effective. I suggest attempting to hold a "traffic net" on a particular channel, plus advertisements on other channels. It may be that nobody has their CBs turned on !

Frankly, I'd be surprised if the anarchists on CB would allow such a useful service.

Perry Scott
KF0CA

Path: XXXXX!XXXXX!XXXXX.com!mips!zaphod.mps.ohio-state.edu!usc!jarthur!uci-ics!ucla-cs!eel
!cccph

From: cccph@eel.cs.ucla.edu (Charles Hobbs)

Newsgroups: rec.ham-radio

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <36303@shemp.CS.UCLA.EDU>

Date: 17 Jun 90 17:06:29 GMT

References: <7605@XXXXX.XXXXX.COM> <7880154@hpfcdc.HP.COM>

Sender: news@CS.UCLA.EDU

Reply-To: cccph@eel.cs.ucla.edu (Charles Hobbs)

Organization: UCLA Computer Science Department

Lines: 15

In article <7880154@hpfcdc.HP.COM> perry@hpfcdc.HP.COM (Perry Scott) writes:

>Rather than petitioning the FCC for new regulations that cannot be
>enforced, the users of CB need to arrive at a "gentlemen's agreement"

>about an advisory channel. I would think 19 (or 9 if it is life-

GENTLEMEN? Where! Where! Damned few I've heard on CB lately.
(There are exceptions, but they are few and far between)

But for the most part, "CB gentlemen's agreements" sounds like
"military intelligence" to me.

-----Exhibit D, p.33

Charles P. Hobbs, N6YMK @ K6YE....

Internet: cccph.eel.cs.ucl du Plink: oar001 Gen C.HOBBS

Path: XXXXX!XXXXX!XXXXX.com!ames!rex!samsung!zaphod.mps.ohio-state.edu!mips!daver!lynx!neal

From: neal@lynx.uucp (Neal Woodall)
Newsgroups: rec.ham-radio
Subject: Re: Call for Comment, CB "Traffic Advis
Summary: PELTS???
Message-ID: <7816@lynx.UUCP>
Date: 16 Jun 90 00:28:48 GMT
References: <7605@XXXXX.XXXXX.COM> <30500572@ux1.cso.uiuc.edu>
Reply-To: neal@lynx.UUCP (Neal Woodall)
Distribution: usa
Organization: Lynx Real-Time Systems Inc, Campbell CA
Lines: 17

In article <30500572@ux1.cso.uiuc.edu> phil@ux1.cso.uiuc.edu writes:

>> You have this backwards. UPS already stole the 220 Mhz band. A
>> Portland, Ore. HAM proposed PELTS, which was approved, and he 'STOLE'
>> one of the 220 Mhz frequencies back from UPS.

>Aerotron stole the 220 Mhz band and SOLD it to the first buyer willing to
>help them do it, then a ham proposed PELTS which is TEN channels.

I have been away from this group for a few weeks, and now I have a question:
what is PELTS?

Neal

Path: XXXXX!XXXXX!XXXXX.com!decwrl!ucbvax!tut.cis.ohio-state.edu!pt.cs.cmu.edu!f.gp.cs.cmu.edu!bjm
From: bjm@f.gp.cs.cmu.edu (Bret Musser)
Newsgroups: rec.autos.driving,rec.ham-radio
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <9652@pt.cs.cmu.edu>
Date: 19 Jun 90 01:48:27 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM>
Distribution: usa
Organization: Carnegie-Mellon University, CS/RI
Lines: 31
Xref: XXXXX rec.autos.driving:1669 rec.ham-radio:22090

Personally, I think the CB advisory would be detrimental. As far as I know, there is no law saying that Ch. 9 is the "Emergency" channel -- I thought that was just accepted convention which was then posted on thousands of signs and then became a "de facto standard."

Yesterday I was returning home via the PA turnpike after seeing my father. There was a bad accident at intersection 12 (76 and 70 -- Breezewood exit), which I knew about at least 50 miles in advance. In the eastbound direction there was a 5 mile backup (moving 5-10mph at most). The eastbound trucks and whoever else was listening had at least 30 miles of warning -- I know since I made sure to warn them that far myself.

Also yesterday (before that) there was at least a 5 mile backup (also in the eastbound direction) due to construction on Rte 78. Eastbound traffic listening to Ch. 19 knew about this at least 15 miles in advance. We were suggesting to all that were listening to exit before the backup and take old Rte 22.

Ch. 19 is already used for traffic advisories -- from scenes such as above to fog warnings to police reports. If you want traffic information,

Exhibit D, p.34

try going,

"Break 1-9, how's the traffic looking over your shoulder? Any tie-ups?"

And don't forget to ALWAYS reciprocate information.

bjm

--

Bret J. Musser -- Carnegie-Mellon University -- bjm@cs.cmu.edu -- 412-268-8751

"If you can count your money, you don't have a billion dollars." (J.P. Getty)

Path: XXXXX!XXXXX!XXXXX.com!decwrl!apple!usc!cs.utexas.edu!tut.cis.ohio-state.edu!pt.cs.cmu.edu!f.gp.cs.cmu.edu!bjm

From: bjm@f.gp.cs.cmu.edu (Bret Musser)

Newsgroups: rec.autos.driving

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <9653@pt.cs.cmu.edu>

Date: 19 Jun 90 01:55:47 GMT

References: <6235@uudell.dell.com> <76268@XXXXX.XXXXX.COM> <110768@linus.mitre.org>

Distribution: usa

Organization: Carnegie-Mellon University, CS/RI

Lines: 18

In article <110768@linus.mitre.org> lewis@saint.UUCP (Keith Lewis) writes:

>In article <76268@XXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes

>>I don't see any problem with Channel 19, but my brother says in this area

>>it's Channel 17. Does 19 have some official designation?

>

>19 is known among long haul truck drivers (nationwide, I believe) as the

>channel to listen on. If you see a truck coming the other way,

>and you wish to greet him, chances are he'll be tuned to 19.

BTW, it is such because Ch 19 (on a properly tuned set) has the best transmission range of all 40 channels. Ain't much more discouraging than losing the person you're talking to in fringe areas.

bjm

--

Bret J. Musser -- Carnegie-Mellon University -- bjm@cs.cmu.edu -- 412-268-8751

"If you can count your money, you don't have a billion dollars." (J.P. Getty)

Path: XXXXX!mbark

From: mbark@XXXXX.COM (Michael Barkley)

Newsgroups: ca.driving,ba.transportation,misc.emerg-services,rec.autos.driving,rec.ham-radio,rec.radio.shortwave

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <7668@XXXXX.XXXXX.COM>

Date: 19 Jun 90 17:14:50 GMT

References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <FAIGIN.90Jun15074020@sunstroke.aerospace.aero.org>

Followup-To: poster

Distribution: usa

Organization: XXXXX, XXXXX, CA

Lines: 82

Xref: XXXXX ca.driving:3364 ba.transportation:811 misc.emerg-services:1102 rec.autos.driving:1672 rec.ham-radio:22102 rec.radio.shortwave:2467

In article <FAIGIN.90Jun15074020@sunstroke.aerospace.aero.org>, faigin@aerospace.aero.org (Daniel P. Faigin) writes:

> In article <7645@XXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes:

>

> What I wanted to hear, within moments of the first impacts, were

> the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT

> MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL

> LANES ARE BLOCKED WITH MASSIVE ACCIDENTS. ALL LANES ARE BLOCKED.

> THE FOG IS VERY DENSE, THE ROADS ARE SLICK, AND IF YOU ARE GOING FASTER

Exhibit D, p.3

> THAN 30 MPH YOU WILL NOT BE ABLE TO STOP."
>
> That's certainly not how you'd hear it on CB. It would sound more like...
>
> We have a massive break check at the mossdale get-em-(on or off) southbound on
> the big nickel or west on (slang for 120). You'll do at best a three oh. It's
> 10-6 out there.

Sigh. Junk mail of the air. My own hope is that when things get scary enough out there in the fog, the broadcasters will can the junk and deliver the message in plain English. Fat chance, huh?

> If you are getting the assembly interested in this, you might also try talking
> to State Sen. Richard Katz (I believe that's his name, D-Sepulveda). He's
> interested in transit issues. If you find some interest, let me know.

The way things work, it will probably take me another month to crank this up as an election issue in San Joaquin County, mostly because it will take that long to be sure that Assemblyman Johnston has decided there is "nothing he can do". So we get somebody else. If Assemblyman Johnston suddenly decides to carry the spear, then maybe we can get a legislative resolution out of Sacto supporting some of these programs, although Cal-Trans ignored the two Senate resolutions 27 years ago telling them to get off their fannies and do something to stop the slaughter in the fog. ("We can't do it - it's too hard", etc., etc.,). After slaughtering all the Local Hero's, maybe we can look for an L.A. Hero, but if you wish to make enquiries of Sen. Katz, please do so. Else, I'll wait a bit.

- - - - -

In article <FAIGIN.90Jun15145336@sunstroke.aerospace.aero.org>, faigin@aerospace.aero.org (Daniel P. Faigin) writes:

>
> let Mike in on some problems with CB.
>
> It's fine and dandy to legislate the channel in Calif. Won't help one bit. A
> major problem with the OTHG's use of Channel 14 is, what is affectionately
> referred to as "skipland". These are the people with immense illegal power out
> in Louisiana, Texas, Inglewood :-), etc. that sit around an "read the mail"
> for hours at a time. This prevents the locals from using the channel, and you
> can't ask them politely to leave since our puny, legal 4w rigs can't reach
> them. The FCC is a toothless wonder on enforcement. Then, there are the
> "children" who discover CB and think it is a toy. We've had those too. There
> was "Snowman", who kept sending a null carrier out, advertising his address
> and saying he had Cocaine for sale (although we did get a CHP officer to
> listen to the Channel for a while, and "Snowman" suddenly disappeared). There
> are the children who like to broadcast music on the channel.
>
> A channel reserved for traffic information would be lovely. Unfortunately, with
> the "clout" of the FCC today in the CB area, it won't happen.

Re skipland and enforcement:

Petition 1 - to establish a CB "traffic advisory" channel (the old "foot in the door").

Petition 2 - to permit CHP and CalTrans to broadcast advisories on that channel without bothering with the "point-to-point" fiction.

Petition 3 - to permit CHP and CalTrans to broadcast on that channel at up to 10,000 watts at their discretion.

Petition 4 - to delegate channel discipline enforcement for that channel to state highway patrols (probably take some pretty tricky joint legislation).

Exhibit D, p.36

Uh, oh. I hear the ether anarchists at my door....

> P.S.: There were, at times, other OTHG-ers out on the network. I still have
> the Email addresses for a few of them.

I'd like to hear how they feel about all this.

--Mike

Exhibit D, p. 37

Path: XXXXX!XXXXX!XXXXX.COM!decwrl!ucbvax!ALDERAAN.SCRS.SYMBOLOGICS.COM!Ed
From: Ed@ALDERAAN.SCRS.SYMBOLOGICS.COM (Ed Schwalenberg)
Newsgroups: rec.ham-radio
Subject: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <19900620183321.7.ED@PEREGRINE.SCRS.SYMBOLOGICS.COM>
Date: 20 Jun 90 18:33:00 GMT
References: <usc!cs.utexas.edu!texbell!uudell!bigtex!natinst!sequoia!attdso!ssc!markz@ucsd.edu>
Sender: daemon@ucbvax.BERKELEY.EDU
Organization: The Internet
Lines: 13

Date: 14 Jun 90 19:06:15 GMT
From: usc!cs.utexas.edu!texbell!uudell!bigtex!natinst!sequoia!attdso!ssc!markz@ucsd.edu
u (Mark Zenier)

In article <25212@usc.edu>, kjh@pollux.usc.edu (Kenneth J. Hendrickson) writes:
> A few hams on here are old
> enough to remember when the band was stolen from us.

Your bad attitude is unpardonable. 33 years is a long time for a stupid grudge.

I think his bad attitude is especially unpardonable because he's only 27.
He is falsely attempting to don the mantle of an old-timer, when in fact
he's just a premature old fart.

Path: XXXXX!XXXXX!XXXXX.COM!lll-winken!uwm.edu!rpi!zaphod.mps.ohio-state.edu!samsung!umich
!mailrus!husc6!unix!larson
From: larson@unix.SRI.COM (Alan Larson)
Newsgroups: ca.driving,ba.transportation,rec.autos.driving,rec.ham-radio
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <13343@unix.SRI.COM>
Date: 21 Jun 90 00:29:32 GMT
References: <7605@XXXXXX.XXXXXX.COM> <25212@usc.edu> <7617@XXXXXX.XXXXXX.COM> <1990Jun12.19565
8.29470@lia> <7645@XXXXXX.XXXXXX.COM>
Reply-To: larson@unix.UUCP (Alan Larson)
Followup-To: ca.driving
Distribution: usa
Organization: SRI International, Menlo Park, CA
Lines: 19
Xref: XXXXX ca.driving:3369 ba.transportation:821 rec.autos.driving:1720 rec.ham-radio:221
61

In article <7645@XXXXXX.XXXXXX.COM> mbark@XXXXXX.COM! (Michael Barkley) writes:

> What I wanted to hear, within moments of the first impacts, were
>the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT
>MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL
>LANES ARE BLOCKED WITH MASSIVE ACCIDENTS. ALL LANES ARE BLOCKED.
>THE FOG IS VERY DENSE, THE ROADS ARE SLICK, AND IF YOU ARE GOING FASTER
>THAN 30 MPH YOU WILL NOT BE ABLE TO STOP." Which was the truth. A CHP
>override on some sort of widely-monitored channel really seems to me to be
>the hope for the future.

Perhaps I am missing something. If the fog is very dense, and you are
looking out the front window, you should know to slow down without having
someone on the radio tell you.

It would seem unwise to drive so fast that you could not see and
avoid hazards that may appear in front of you.

Alan

Exhibit D, p.38

From uucp Thu Jun 21 14:30 EDT 1990
>From uucp Thu Jun 21 11:33 PDT 1990 remote from XXXXX
>From mbark Thu Jun 21 11:33 PDT 1990 remote from XXXXX

Path: XXXXX!XXXXX!XXXXX.com!decwrl!elroy.jpl.nasa.gov!usc!ucsd!helios.ee.lbl.gov!hellgate.
utah.edu!uplherc!esunix!hcooper
From: hcooper@esunix.UUCP (Hardware Support)
Newsgroup: misc.emerg-services
Subject: Road conditions, etc via 2-way radio
Keywords: radio, cb, ham, scanner
Message-ID: <2005@esunix.UUCP>
Date: 19 Jun 90 23:00:45 GMT
Distribution: usa
Organization: Evans & Sutherland, Salt Lake City, Utah
Lines: 34
X-Local-Date: 19 Jun 90 16:00:45 PDT

I have been trying to follow the thread on using CB as a good communications tools for advising motorists of impending disasters. So I stand on my orange crate and spill my guts.

1. The FCC is not very interested in telling some million or so users that "only use channel xx for advising of motor/commutor situations". They gave up licensing, and pretty much enforcing part 95 some years ago. I think that under some conditions, the rules could be enforced for major violations, but they are a small bunch, and can't do it all.
2. One other reader mentioned that using a nationwide channel is bad for several reasons (and I agree), such as people who intentionally jam by sending a NON signal (open carrier), or playing music, etc. The other is sporadic-e skip, which by you can use 4 watts and manage to talk from California to New York (no, you don't need megawatts. I talk on 10 meters mobile with 12 watts SSB to the South Seas and Japan). So you end up hearing garbage from all over.

OK, so you people who use CB (I did back in the late 60's and early 70's) say, "but I have used it and I can get good information on whats up ahead". Great. Use it this way by setting up a net each morning and evening on some channel (last I listened to one, only 19 was busy) and let the others know about. It might also be a good idea to use plain english. This way the people who are in the same general area can get the information they need.

What do I use, since I seem to know it all (smiley >>> :-)). Well, I have two police scanners that I monitor the sheriff and state patrol, along with the air traffic planes for the local radio stations. I usually keep a good idea of what is going on. And of course, therer are the traffic nets on the local 2 meter ham repeaters. Enough said.

Harrison Cooper
N7KST

From uucp Thu Jun 21 14:32 EDT 1990
>From uucp Thu Jun 21 11:36 PDT 1990 remote from XXXXX
>From mbark Thu Jun 21 11:36 PDT 1990 remote from XXXXX

Path: XXXXX!XXXXX!XXXXX.com!decwrl!ucbvax!ucsd!usc!pollux.usc.edu!kjh
From: kjh@pollux.usc.edu (Kenneth J. Hendrickson)
Newsgroups: rec.ham-radio
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <25430@usc.edu>
Date: 20 Jun 90 22:59:04 GMT
References: <usc!cs.utexas.edu!texbell!uudell!bigtex!natinst!sequoia!attdso!ssc!mark@ucsd.edu> <19900620183321.7.ED@PEREGRINE.SCRS.Symbolics.COM>
Sender: news@usc.edu

Exhibit D, p.39

Distribution: na
Organization: EE-Systems, USC, Los Angeles
Lines: 21

In article <19900620183321.7.ED@PEREGRINE.SCRC.Symbolics.COM> Ed@ALDERAAN.SCRC.SYMBOLICS.COM (Ed Schwalenberg) writes:

% From: usc!cs.utexas.edu!texbell!uudell!bigtex!natinst!sequoia!attdso!ssc!markz@ucsd.edu (Mark Zenier)
% In article <25212@usc.edu>, kjh@pollux.usc.edu (Kenneth J. Hendrickson) writes:
% % A few hams on here are old
% % enough to remember when the band was stolen from us.
% Your bad attitude in unpardonable. 33 years is a long time for a stupid grudge.
% I think his bad attitude is especially unpardonable because he's only 27.
% He is falsely attempting to don the mantle of an old-timer, when in fact
% he's just a premature old fart.

Please note that I didn't claim to be old enough myself to remember this incident. I said a few hams on this forum are.

I have a very bad attitude towards the FCC, for many reasons, not the least of which is the 220 MHz band fiasco. The FCC is run by political cronies, and not people who have any technical ability. It shows. I can't think of one good thing that the FCC has done for amateur radio in the last 10 years. More than just a few hams share my opinion of the FCC.

Ken Hendrickson N8DGN/6 kjh@usc.edu ...!uunet!usc!pollux!kjh

Path: XXXXX!mbark

From: mbark@XXXXX.COM (Michael Barkley)

Newsgroups: ca.driving,ba.transportation,misc.emerg-services,rec.autos.driving,rec.railroad

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <7687@XXXXX.XXXXX.COM>

Date: 22 Jun 90 00:36:14 GMT

References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <13343@unix.SRI.COM>

Distribution: usa

Organization: XXXXX, XXXXX, CA

Xref: XXXXX ca.driving:3374 ba.transportation:823 misc.emerg-services:1107 rec.autos.driving:1742 rec.railroad:5175

In article <13343@unix.SRI.COM>, larson@unix.SRI.COM (Alan Larson) writes:

> In article <7645@XXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes:

> > What I wanted to hear, within moments of the first impacts, were
> >the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT
> >MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL
> >LANES ARE BLOCKED WITH MASSIVE ACCIDENTS. ALL LANES ARE BLOCKED.
> >THE FOG IS VERY DENSE, THE ROADS ARE SLICK, AND IF YOU ARE GOING FASTER
> >THAN 30 MPH YOU WILL NOT BE ABLE TO STOP." Which was the truth. A CHP
> >override on some sort of widely-monitored channel really seems to me to be
> >the hope for the future.

> Perhaps I am missing something. If the fog is very dense, and you are
> looking out the front window, you should know to slow down without having
> someone on the radio tell you.

> It would seem unwise to drive so fast that you could not see and
> avoid hazards that may appear in front of you.

You are exactly right. Except that when the maximum safe speed for conditions in the fog drops below about 40 mph, if you go that slow the guy behind you becomes a bullet bearing down on your bod.

We have close to 20,000,000 licensed drivers in California. The vehicle *Exhibit D, p 40*

code makes each of these c ers an expert in determining w the maximum safe speed for conditions is. It ain't working all that well. John Q. Public needs some help. Fog is seductive, a cool, fuzzy blanket, lulls the unwary, speeds edge up, "I haven't run into anything yet so I must be OK, right" takes over, suddenly you smash thru a crossing guard and SPLAT, AMTRAK to you too! (I concede, Adrian. You were right. Sorry!) Or suddenly traffic doesn't slow, it comes to an instantaneous dead stop as people run into each other:

12/01/86 - First collisions at the first northbound Manteca SR-99 exit at 7:30 or so in the morning. By the time conditions cleared up, more than 135 vehicles (per County OES) were involved, and the wreckage stretched back through Ripon, across the county line, and into Salida (8 miles?).

12/14/88 - I am driving in pea-soup fog westbound on SR-120 at a hair over 30 mph (too fast, too fast) scared out of my wits when I see a flatbed truck loom in front of me. A split second decision and I merged left where I came to a stop a hundred yards further along behind some messy accidents. Moments later a furniture van doing 50 or so plows into the flatbed, killing the driver and involving the four vehicles in front of him. 13 chain-reaction collisions in the vicinity involved 30 vehicles and sent 24 to the hospital.

12/18/89 - I am driving westbound on SR-120 at a hair over 30 mph (too fast! too fast!) scared out of my wits. Two other drivers tuck in behind me to get out of the yo-yo lane and follow at a safe distance. Coming to the I-5 merge point, dead-stop traffic looms out of the fog. We stop OK, barely. As I watch the mirror, I hear a collision and see a car climb over the lady 2 cars behind me, and its gas tank explodes. The rest of us pull over onto the shoulder (Waaaaay out of the way) and get out to help, at which time we see vehicles begin to slam into others on I-5 next to us. Half a dozen we can see, another half dozen we hear, one fatality a hundred yards back, 60-80 vehicles, 29 to the hospital, collisions went on for 15 to 20 minutes from the initial collision a mile and a half ahead of us. [convinced that these incidents stretch the concept of "accident", I began to collect info and write letters]

12/27/89 - I-205, combination 40 mph fog and black ice on the overpasses. Yow!. 2 dead, jackknifed big rigs all over the place. Ever see a big rig flip a U-turn across a freeway median in front of you in the fog?

1/30/90 - Selma California, fog, 5 dead, collisions go on for an hour and a half.

3/12/90 - Green Bay, Wisconsin, fog, 3 dead, 52 vehicles.

5/23/90 - Tulare, California (blowing dust), 1 dead, 19 vehicles. The man who died was in a Buick, squashed between 2 big rigs. To get him out they took the Buick to a wrecking yard and dismantled it piece by piece.

In 1963 the California State Senate passed the first of two resolutions recognizing the terrible volume of multiple-vehicle collisions in the fog in California, and ordering CalTrans to do something about it. 27 years later, and CalTrans' total accomplishments are the placement of 3 sets of plastic reflectors to mark freeway exit lanes, plus a system of CHP guided convoys in the fog that CHP doesn't even do any more because they don't have the money.

I'm doing my best to drive safely out there. But until we get (centralized or synchronized) proximity and speed controls on motor vehicles, we need all the help we can get, automated traffic control systems, publicity, and maybe relevant CB communications with dozens of eyes and ears sharing hazard info. I was hoping CB would be the easiest part, since it doesn't cost the indifferent bunch in Sacto a damn dime and actually earns them sales tax revenue. And I am also hoping that the applicability of it to

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monitor traffic conditions . general as well as commute tr ic will be enough of a hook to encourage the general public to participate. In plain English, of course (thank you, HC).

Final draft of FCC petition is coming as soon as I get to the Law Library....

--Mike

p.s. I seem to remember the Garden State Freeway, New Jersey, as having the all-time records for fog pileups. Can anybody send me details?

Path: XXXXX!XXXXX!XXXXX.com!mips!zaphod.mps.ohio-state.edu!brutus.cs.uiuc.edu!psuvax1!rutgers!mcnc!rti!dg-rtp!larrybud.rtp.dg.com!goudreau
From: goudreau@larrybud.rtp.dg.com (Bob Goudreau)
Newsgroups: rec.autos.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <1990Jun22.074402.14400@dg-rtp.dg.com>
Date: 22 Jun 90 07:44:02 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <13343@unix.SRI.COM> <7687@XXXXX.XXXXX.COM>
Sender: usenet@dg-rtp.dg.com (Usenet Administration)
Reply-To: goudreau@larrybud.rtp.dg.com (Bob Goudreau)
Organization: Data General Corporation, Research Triangle Park, NC
Lines: 17

In article <7687@XXXXX.XXXXX.COM>, mbark@XXXXX.COM (Michael Barkley) writes:

> p.s. I seem to remember the Garden State Freeway, New Jersey, as having
> the all-time records for fog pileups. Can anybody send me
> details?

[BTW, that's "Garden State *Parkway*"] Do you mean the US record, or the world record? It was my understanding that multi-hundred-vehicle pileups happen with dismaying frequency in parts of Europe.

Bob Goudreau +1 919 248 6231
Data General Corporation
62 Alexander Drive goudreau@dg-rtp.dg.com
Research Triangle Park, NC 27709 ...!mcnc!rti!xyzy!goudreau
USA

From uucp Fri Jun 22 14:19 EDT 1990
>From uucp Fri Jun 22 11:08 PDT 1990 remote from XXXXX
>From mbark Fri Jun 22 11:08 PDT 1990 remote from XXXXX

Path: XXXXX!XXXXX!XXXXX.com!decwrl!ames!ucsd!usc!zaphod.mps.ohio-state.edu!sol.ctr.columbia.edu!emory!wa4mei!ke4zv!gary
From: gary@ke4zv.UUCP (Gary Coffman)
Newsgroups: rec.ham-radio
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <617@ke4zv.UUCP>
Date: 21 Jun 90 14:50:32 GMT
References: <usc!cs.utexas.edu!texbell!nudell!bigtex!natinst!sequoia!attdso!ssc!markz@ucsd.edu> <19900620183321.7.ED@PEREGRINE.SCRS.Symbolics.COM> <25430@usc.edu>
Reply-To: gary@ke4zv.UUCP (Gary Coffman)
Distribution: na
Organization: none
Lines: 25

In article <25430@usc.edu> kjh@pollux.usc.edu (Kenneth J. Hendrickson) writes:
>

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>I have a very bad attitude towards the FCC, for many reasons. Not the
>least of which is the 220 MHz band fiasco. The FCC is run by political
>cronies, and not people who have any technical ability. It shows. I
>can't think of one good thing that the FCC has done for amateur radio in
>the last 10 years. More than just a few hams share my opinion of the
>FCC.

Temper! Temper! The FCC has an excellent laboratory staff and the
field engineering people are generally excellent as well. They are
under staffed and under equipped and under funded to the point that
only two and half people are assigned to amateur matters exclusively.
They have far larger matters to attend to than just amateur radio and
they have been amazingly tolerant of our dwindling service. The fact
that they have allowed a declining service serving relatively few
people to continue to have access to a disproportionate share of
scarce spectrum is simply amazing. They have granted us a degree of
self regulation offered to no other service. We had better exercise
it or their tolerance will finally end.

What has the FCC done for us in the last ten years? Well two new
HF bands, VEC examinations, STA for Skipnet to name a few.

Gary KE4ZV

From uucp Fri Jun 22 21:53 EDT 1990
>From uucp Fri Jun 22 17:27 PDT 1990 remote from XXXXX
>From uucp Fri Jun 22 17:27 PDT 1990 remote from XXXX.
>From uucp Fri Jun 22 17:23 PDT 1990 remote from XXXXX
>From ucsb.UCSC.EDU!matthew Fri Jun 22 15:46:37 1990 remote from ns.XXXXX.COM
Received: from ucsb.UCSC.EDU ([128.114.129.6]) by ns.XXXXX.COM (4.1/SMI-4.1)
id AA12834; Fri, 22 Jun 90 15:46:37 PDT
Received: by ucsb.UCSC.EDU (5.61/1.34)
id AA13190; Fri, 22 Jun 90 15:46:23 -0700
Date: Fri, 22 Jun 90 15:46:23 -0700
From: matthew@ucsb.UCSC.EDU (Matthew Kaufman)
Message-Id: <9006222246.AA13190@ucsb.UCSC.EDU>
To: mbark@XXXXX.COM
Subject: re: fcc proposal

>
> Petition 1 - to establish a CB "traffic advisory" channel (the old "foot in
> the door").

possibly good idea.

> Petition 2 - to permit CHP and CalTrans to broadcast advisories on that
> channel without bothering with the "point-to-point" fiction.
>
> Petition 3 - to permit CHP and CalTrans to broadcast on that channel at
> up to 10,000 watts at their discretion.

very bad idea. what makes you think that the entire country
(and for that matter, most of the world) is interested in hearing about
traffic problems in CALIFORNIA? Once there's a traffic advisory channel
that's the same for the entire U.S., the most important thing to do
will be to:

- a) limit the number of users
- b) control the power used by all of the users to make it
as low as possible
(think about why cellular phone works so much better than the older
mobile telephone technology)

> Petition 4 - to delegate channel discipline enforcement for that channel
> to state highway patrols (probably take some pretty tricky
> joint legislation).

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If you think they're short of money now, just wait until they start hiring specialists in RF Direction Finding and spend all day tracking people around.

--

In general, I think that this will never work on CB. Another system will need to be developed. Perhaps you could petition CalTrans to install remotely controlled road signs, remotely controlled speed limit signs and remote weather monitoring capabilities, so that they could tell where it was foggy. If you want to have it broadcast to your car, consider a system that uses cellular phone data channels or a system that uses broadcast station subcarriers, like the Germans do.

-matthew kaufman
(matthew@ucscb.ucsc.edu)

Path: XXXXX!XXXXX!XXXXX.com!decwrl!apple!usc!ucsd!ucbvax!unisoft!hoptoad!kumr!pozar
From: pozar@kumr.UUCP (Tim Pozar)
Newsgroups: ca.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <153@kumr.UUCP>
Date: 22 Jun 90 15:49:15 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <1990Jun12.19565
8.29470@lia> <7645@XXXXX.XXXXX.COM>
Reply-To: pozar@kumr.UUCP (Tim Pozar)
Distribution: usa
Organization: Late Night Software (San Francisco)
Lines: 21

In article <7645@XXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes:
> What I wanted to hear, within moments of the first impacts, were
>the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT
>MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL
>LANES ARE BLOCKED WITH MASSIVE ACCIDENTS. ALL LANES ARE BLOCKED.
>THE FOG IS VERY DENSE, THE ROADS ARE SLICK, AND IF YOU ARE GOING FASTER
>THAN 30 MPH YOU WILL NOT BE ABLE TO STOP." Which was the truth. A CHP
>override on some sort of widely-monitored channel really seems to me to be
>the hope for the future.

What I have found very helpful, is to listen to the coordination /
programme channel for Metro Traffic. You will get a full Bay Area
report on traffic conditions way before they're announced on TV or radio.
If you have a portable scanner in your car, tune to 450.0625 MHz.

Tim

--

Tim Pozar Try also...

Internet: uunet!hoptoad!kumr!pozar Fido: 1:125/555 PaBell: (415) 788-3904
USNail: KKSF / 77 Maiden Lane / San Francisco CA 94108

From uucp Tue Jun 26 09:13 EDT 1990
>From uucp Tue Jun 26 06:18 PDT 1990 remote from XXXXX
>From uucp Tue Jun 26 06:18 PDT 1990 remote from XXXXX
>From uucp Tue Jun 26 06:17 PDT 1990 remote from XXXXX
>From pyuxp!nvuxj!hschu Tue Jun 26 09:12 EDT 1990 remote from bcr
To: pyuxp!bellcore-2!bellcore!rutgers!cs.utexas.edu!usc!elroy.jpl.nasa.gov!ames!XXXXX.com
XXXXX!XXXXX!mbark
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <1990Jun12.1956:
8.29470@lia> <7645@XXXXX.XXXXX.COM>

The rumor that Germany has some sort of general override built into car radios to

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transmit emergency traffic advisories is not quite accurate but bears some truth. Here is briefly how it works:

1. All stations carrying traffic information transmit a subaudible tone which can be decoded by most car radios. This tone is on all the time and assists in finding a traffic station (on FM, 87.5-108 MHz only).
2. Many car radios can also detect a 'code character', A-F, indicating for what geographical zone the traffic news are being provided. This code character will be displayed. When driving on the Autobahn, watch for signs indicating the zone character and which frequency to tune to (for people without decoder).
3. Immediately before a traffic advisory, a low audible tone is transmitted. In those radios equipped with the appropriate decoder, the volume will be increased or, if a tape is being played, the tape is stopped and the radio audio is switched on. Another tone after the traffic advisory restores everything.

Multi-casualty accidents, especially in fog, happen nevertheless, however ...

Hermann Schumacher, PhD, EMT

Bellcore, Red Bank NJ 07701

Phone : (201) 758-3310

e-mail: hschu@nyquist.bellcore.com

Packet: DF2DR@WB2COP-4

The standard disclaimers apply

Path: XXXXX!XXXXX!XXXXX.com!mips!zaphod.mps.ohio-state.edu!uakari.prima.te.wisc.edu!dali.cs.montana.edu!ogicse!zephyr.ens.tek.com!tekktronix!nosun!techbook!jamesd

From: jamesd@techbook.com (James Deibele)

Newsgroups: rec.autos.driving, misc.emerg-services, rec.ham-radio, rec.radio.shortwave

Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition

Message-ID: <582@techbook.com>

Date: 27 Jun 90 01:54:11 GMT

References: <1990Jun12.195658.29470@lia> <7645@XXXXX.XXXXX.COM> <FAIGIN.90Jun15074020@sunstroke.aerospace.aero.org>

Distribution: usa

Organization: TECHbooks of Beaverton Oregon - Public Access Unix

Lines: 32

Xref: XXXXX rec.autos.driving:1822 misc.emerg-services:1117 rec.ham-radio:22341 rec.radio.shortwave:2535

In article <FAIGIN.90Jun15074020@sunstroke.aerospace.aero.org> faigin@aerospace.aero.org (Daniel P. Faigin) writes:

> In article <7645@XXXXX.XXXXX.COM> mbark@XXXXX.COM (Michael Barkley) writes:

> What I wanted to hear, within moments of the first impacts, were
> the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT
> MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL
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> THAN 30 MPH YOU WILL NOT BE ABLE TO STOP."

That's an interesting idea, to use CB for traffic warnings. I find the traffic reports on the radio infuriating, because they're substantially behind the action (as other people have commented) and because they're only given during prime-time (7:30AM-9:00AM, 4:30PM-6:00PM approximately). I don't drive during that time, normally, and I come around corners to find traffic backed up for miles at 6:30PM. Not fun.

If someone, like a gas station chain, were to try to do road warnings, would they be able to use CB? Or would that be a commercial use, and not allowed? How about a low-power AM radio? I'd listen to a radio station that gave the traffic situation every five minutes or less <REGARDLESS> of what kind of music or news or talk or ads they used as filler between the traffic reports.

(I have the impression that with CB, you'd need to use repeater stations, and maybe with AM, too. Seems like there are daytime-only licenses for AM, but I

Exhibit D, p. 45

think all commercial radio licenses cost big bucks. But then I'm really not familiar with radio ...)

--

jamesd@techbook.COM ...!(tektronix!nosun,uunet)!techbook!jamesd
Public Access UNIX at (503) 644-8135 (1200/2400) Voice: +1 503 646-8257
Technical books mailing list --- mail "techbook!tbj-request"

Path: XXXXX!XXXXX!XXXXX.com!lll-winken!uunet!mailrus!ncar!ico!ism780c!kendy
From: kendy@ism780c.isc.com (Ken Dye)
Newsgroups: rec.autos.driving,ca.driving
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <44480@ism780c.isc.com>
Date: 27 Jun 90 18:19:48 GMT
References: <1990Jun12.195658.29470@lia> <7645@XXXXXX.XXXXX.COM> <FAIGIN.90Jun15074020@suns
troke.aerospace.aero.org> <582@techbook.com>
Reply-To: kendy@ism780c.isc.com (Ken Dye)
Distribution: usa
Organization: Interactive Systems Corp., Santa Monica CA
Lines: 28
Xref: XXXXX rec.autos.driving:1840 ca.driving:3404

In article <582@techbook.com> jamesd@techbook.com (James Deibele) writes:
>In article <FAIGIN.90Jun15074020@sunstroke.aerospace.aero.org> faigin@aerospace.aero.org
(Daniel P. Faigin) writes:
>>In article <7645@XXXXXX.XXXXX.COM> mbark@XXXXXX.COM (Michael Barkley) writes:
>> What I wanted to hear, within moments of the first impacts, were
>> the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT
>> MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL
>> LANES ARE BLOCKED WITH MASSIVE ACCIDENTS. ALL LANES ARE BLOCKED.
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>action (as other people have commented) and because they're only given during
>prime-time (7:30AM-9:00AM, 4:30PM-6:00PM approximately). I don't drive during

Chicago's department of transportation has a pretty good system
which incorporates sensors on the major highways, piped into a computer
which broadcasts traffic reports constantly on extreme low and high AM
bands. Also included in the report are any major accidents and where
road construction projects are...really useful information. I was surprised
to find, upon moving to LA, that there is nothing like that here...WHY NOT?
Traffic is a lot worse here, and there are few alternatives (unlike Chicago,
which has great public transportation).

--Ken

--

kendy@ism.isc.com (213)453-8649 x3153 "I'm Chloe. Let's wrassle!"

"Sitting on the console all day, watching the news scroll away ..."

Path: XXXXX!XXXXX!XXXXX.com!ames!ucsd!tut.cis.ohio-state.edu!cica!iuvax!uxl.cso.uiuc.edu!m
idway!iitmax!draughn
From: draughn@iitmax.IIT.EDU (Mark Draughn)
Newsgroups: rec.autos.driving,misc.emerg-services,rec.ham-radio,rec.radio.shortwave
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <3900@iitmax.IIT.EDU>
Date: 27 Jun 90 17:53:37 GMT
References: <1990Jun12.195658.29470@lia> <7645@XXXXXX.XXXXX.COM> <FAIGIN.90Jun15074020@suns
troke.aerospace.aero.org> <582@techbook.com>
Reply-To: draughn@iitmax.iit.edu (Mark Draughn)

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Distribution: usa
Organization: Illinois Institute of Technology
Lines: 59
Xref: XXXXX rec.autos.driving:1837 misc.emerg-services:1118 rec.ham-radio:22362 rec.radio.
shortwave:2543

In article <582@techbook.com> jamesd@techbook.com (James Deibele) writes:
>In article <FAIGIN.90Jun15074020@sunstroke.aerospace.aero.org> faigin@aerospace.aero.org
(Daniel P. Faigin) writes:
>>In article <7645@XXXXXX.XXXXX.COM> mbark@XXXXXX.COM (Michael
Barkley)
>>writes:
>> What I wanted to hear, within moments of the first impacts, were
>> the cautions "IF YOU ARE SOUTHBOUND ON I-5 OR WESTBOUND ON SR 120 AT
>> MOSSDALE SLOW DOWN TO 30 MPH OR YOU ARE GOING TO KILL SOMEBODY. ALL
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>> THAN 30 MPH YOU WILL NOT BE ABLE TO STOP."
>
>That's an interesting idea, to use CB for traffic warnings. I find
>the traffic reports on the radio infuriating, because they're
>substantially behind the action (as other people have commented) and
>because they're only given during prime-time (7:30AM-9:00AM,
>4:30PM-6:00PM approximately). I don't drive during that time,
>normally, and I come around corners to find traffic backed up for
>miles at 6:30PM. Not fun.

Here in Chicago, the Illinois Department of Transportation operates a
group of low-power AM stations that provide traffic information.

The stations broadcast at the top and bottom of the dial (540 and 1610
I think). The broadcast alternates between events affecting traffic
and actual traffic reports. It is all automated.

There is a tape that describes the daily schedule for construction
work, lane closures, ramp closures, parades, and other events
affecting traffic.

This alternates with computerized traffic reports: "As of ... 5:55 pm
... there is severe congestion on the following currently monitored
sections of the highway system ... Kennedy expressway ... inbound ...
between Montrose avenue ... and Irving Park road ... between Kedzie
avenue ... and the Ohio street junction ..." and so on. The reports
are updated every 10 minutes or so by sensors buried in the highways.

If an emergency situation such as a flood or a really bad accident
screws up traffic somewhere, an additional tape is usually added to
the sequence to describe the problem.

This service is coupled with a phone number (312-DOT-INFO) that can be
used (with optional touch-tone control) to get additional traffic information,
to get routing information, and to report accidents.

One problem with this system is that when traffic comes to a complete
stop somewhere, the computer doesn't detect cars moving over the
sensors and decides that there is no traffic. This is fairly rare.
The other problem is that the broadcast has so little power that it is
easily lost in the static. These are both minor problems.

It's a system that I like a lot.

--
EMAIL: draughn@iitmax.iit.edu+-----+ Academic Computing Center
BITNET: SYSMARK@IITVAX | Mark Draughn | 10 W. 31st St.
VOICE: +1 312 567 5962 +-----+ Illinois Institute of Technology
ALSO: ...[nucsr1|att]!iitmax!draughn Chicago, Illinois 60616 Exhibit D, p.47

Path: XXXXX!XXXXX!XXXXX.com!ames!ucsd!usc!zaphod.mps.ohio-state.edu!mips!prls!philabs!ttidca!sorgatz
From: sorgatz@ttidca.TTI.COM (Avatar)
Newsgroups: rec.autos.driving,rec.ham-radio
Subject: CB Channel 9 is for emergency traffic!
Message-ID: <18110@ttidca.TTI.COM>
Date: 25 Jun 90 22:39:23 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <9652@pt.cs.cmu.edu>
Distribution: usa
Organization: Citicorp/TTI, Santa Monica
Lines: 22
Xref: XXXXX rec.autos.driving:1818 rec.ham-radio:22330

In article <9652@pt.cs.cmu.edu> bjm@f.gp.cs.cmu.edu (Bret Musser) writes:

+
+Personally, I think the CB advisory would be detrimental. As far as I
+know, there is no law saying that Ch. 9 is the "Emergency" channel --
+I thought that was just accepted convention which was then posted
+on thousands of signs and then became a "de facto standard."
+

Go ahead, tell me you DIDN'T read the little booklet that came with your radio! Look in the box...it says "Part 95 - FCC RULES" on the cover..got that? RTFM! (sheesh! college-kids...!) You'll also notice that the regs of Part 95 prohibit modifying your rig - running linear amplifiers - the use of obscene language and many other things that you'll encounter on the wunnerful 11 meter band...most of the people on have never read Part 95 either..it's not required reading..but: Ignorance is no excuse! In using a transmitter on 11 meters..you have 'agreed' to abide..catch that? Just because you didn't sign for a license, dosen't mean the rules don't apply!

-Avatar-> (aka: Erik K. Sorgatz) KB6LUY +-----+
Citicorp(+)TTI *-----> panic trap; type = N+1 *
3100 Ocean Park Blvd. Santa Monica, CA 90405 +-----+
{csun,philabs,psivax,pyramid,quad1,rdlvax,retix}!ttidca!sorgatz **
(OPINIONS EXPRESSED DO NOT REFLECT THE VIEWS OF CITICORP OR IT'S MANAGEMENT!)

Path: XXXXX!XXXXX!XXXXX.com!mips!bridge2!jarthur!usc!cs.utexas.edu!asuvax!stjhmc!f218.n260.z1.fidonet.org!David.Stark
From: David.Stark@f218.n260.z1.fidonet.org (David Stark)
Newsgroups: misc.emerg-services
Subject: Re: Call for Comment, CB "Traffic Advisory Channel" petition
Message-ID: <21281.268A10C8@stjhmc.fidonet.org>
Date: 28 Jun 90 14:06:10 GMT
Sender: ufgate@stjhmc.fidonet.org (newsout1.26)
Organization: FidoNet node 1:260/218 - NF2G Online, Rochester NY
Lines: 40

> From: mbark@XXXXX.COM (Michael Barkley)
>
> Re skipland and enforcement:
>
> Petition 1 - to establish a CB "traffic advisory" channel (the
> old "foot in the door").

On a State level, this is unconstitutional, although California has established a history of making its own radio laws anyway.

> Petition 2 - to permit CHP and CalTrans to broadcast advisories
> on that channel without bothering with the "point-to-point"
> fiction.

Exhibit-D, p 48

Please elaborate? Since licenses for individual stations are no longer required, what's to stop ~~Ci~~ or anybody from using a CB?

- > Petition 3 - to permit CHP and CalTrans to broadcast on that
- > channel at up to 10,000 watts at their discretion.

Unlikely at best. This would require an FCC waiver of existing rules for power output in that band. I don't think the FCC would even consider giving them 100 watts.

- > Petition 4 - to delegate channel discipline enforcement for that
- > channel to state highway patrols (probably take some pretty
- > tricky joint legislation).

This may work if Congress allows FCC to delegate its enforcement powers to the States. It would probably evoke howls of protest from state governments who can barely afford to do the enforcement jobs they already have. Where is the money for local enforcement coming from? If the Federal government can't afford to pay the FCC enough to enforce the rules, they certainly can't afford to give money to the State governments to do the same job.

--

Uucp: ...{gatech,ames,rutgers}!ncar!asuvax!stjhmc!260!218!David.Stark
Internet: David.Stark@f218.n260.z1.fidonet.org

Path: XXXXX!XXXXX!XXXXX.com!ames!ucsd!usc!cs.utexas.edu!tut.cis.ohio-state.edu!pt.cs.cmu.edu!f.gp.cs.cmu.edu!bjm
From: bjm@f.gp.cs.cmu.edu (Bret Musser)
Newsgroups: rec.autos.driving,rec.ham-radio
Subject: Re: CB Channel 9 is for emergency traffic!
Message-ID: <9750@pt.cs.cmu.edu>
Date: 28 Jun 90 01:13:18 GMT
References: <7605@XXXXX.XXXXX.COM> <25212@usc.edu> <7617@XXXXX.XXXXX.COM> <9652@pt.cs.cmu.edu> <18110@ttidca.TTI.COM>
Distribution: usa
Organization: Carnegie-Mellon University, CS/RI
Lines: 40
Xref: XXXXX rec.autos.driving:1846 rec.ham-radio:22372

In article <18110@ttidca.TTI.COM> sorgatz@ttidca.TTI.COM (Avatar) writes:
>In article <9652@pt.cs.cmu.edu> bjm@f.gp.cs.cmu.edu (Bret Musser) writes:
>+

>+Personally, I think the CB advisory would be detrimental. As far as I
>+know, there is no law saying that Ch. 9 is the "Emergency" channel --
>+I thought that was just accepted convention which was then posted
>+on thousands of signs and then became a "de facto standard."
>+
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>use of obscene language and many other things that you'll encounter on the
>wunnerful 11 meter band...most of the people on have never read Part 95
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>a transmitter on 11 meters..you have 'agreed' to abide..catch that? Just
>because you didn't sign for a license, dosen't mean the rules don't apply!

Well, EEEEEXXXXXCCCCCUUUUUUUSSSSSSSEEEEEEE MTTMEEEEEEEEEEE.

Geesh, replies like that make me think that some people around here have attitude problems.

Yeah, I read my manual. Yes, I read the supplied copy of the FCC regs.

Exhibit D, p. 49

It would seem that I forgot that Ch 9 was a law. No, I don't have an amplifier on my set. Yes, I did remember that such devices are illegal. No, I never use obscene language on the air. I almost never use obscene language even in private (except the occasional toe stubbings in the morning).

Forgetting the rules is no excuse. I apologize. Lighten up some, pal.

Oh, and I never transmit on Ch 9 except for 'emergencies.' Just because I didn't remember it being a law doesn't mean I broke it.

bjm

--

Bret J. Musser -- Carnegie-Mellon University -- bjm@cs.cmu.edu -- 412-268-8751
"If you can count your money, you don't have a billion dollars." (J.P. Getty)

Path: XXXXX!XXXXX!XXXXX.com!mips!zaphod.mps.ohio-state.edu!samsung!cs.utexas.edu!helios!billg
From: billg@cs.tamu.edu (William Gunshannon)
Newsgroups: rec.autos.driving,rec.ham-radio
Subject: Re: CB Channel 9 is for emergency traffic!
Message-ID: <6215@helios.TAMU.EDU>
Date: 28 Jun 90 13:44:53 GMT
References: <7617@XXXXX.XXXXX.COM> <9652@pt.cs.cmu.edu> <18110@ttidca.TTI.COM>
Sender: usenet@helios.TAMU.EDU
Followup-To: rec.autos.driving
Distribution: usa
Organization: Computer Science Department, Texas A&M University
Lines: 31
Xref: XXXXX rec.autos.driving:1855 rec.ham-radio:22398

In article <18110@ttidca.TTI.COM> sorgatz@ttidca.TTI.COM (Avatar) writes:
> Go ahead, tell me you DIDN'T read the little booklet that came with your
> radio! Look in the box...it says "Part 95 - FCC RULES" on the cover..got
> that? RTFM! (sheesh! college-kids...!) You'll also notice that the regs
> of Part 95 prohibit modifying your rig - running linear amplifiers - the
> use of obscene language and many other things that you'll encounter on the
> wunnerful 11 meter band...most of the people on have never read Part 95
> either..it's not required reading..but: Ignorance is no excuse! In using
> a transmitter on 11 meters..you have 'agreed' to abide..catch that? Just
> because you didn't sign for a license, dosen't mean the rules don't apply!
>

Well, I guess you didn't RTFM either. As it stands right now there is no way anyone using a CB radio is doing so legally and in accordance with PART 95.

You see there is this little piece in there about identifying with your FCC assigned call-signs and being as the FCC doesn't assign them and enough time has elapsed that all previous licenses have expired, how do you propose to comply??

That's the problem with having bad laws. If it is knowingly impossible to abide by the rules laid down in that section of Part 95, how can anyone expect any of the rules to be taken seriously.

A highway warning system would probably be a good idea (I can't say for sure, I stopped carrying a CB in the car years ago) but I doubt that such a system would be do-able. The next time you go to the mall, look in all the cars in the parking lot and see how many of them still have CBs. Damn few I would imagine. Those little antennae on the back window don't cover channel 19!!

bill KB3YV

Path: XXXXX!mbark

Exhibit D, p50

From: mbark@XXXXX.COM (Michael Barkley)
Newsgroups: rec.autos.driving,rec.ham-radio,misc.emerg-services,ca.driving,ba.transportation
Subject: Re: CB "Traffic Advisory Channel" petition
Message-ID: <7717@XXXXX.XXXXX.COM>
Date: 29 Jun 90 00:36:40 GMT
References: <7617@XXXXX.XXXXX.COM> <9652@pt.cs.cmu.edu> <18110@ttidca.TTI.COM> <6215@helios.TAMU.EDU>
Followup-To: poster
Distribution: usa
Organization: XXXXX, XXXXX, CA
Lines: 21
Xref: XXXXX rec.autos.driving:1872 rec.ham-radio:22421 misc.emerg-services:1129 ca.driving:3418 ba.transportation:864

In article <6215@helios.TAMU.EDU>, billg@cs.tamu.edu (William Gunshannon) writes:
> A highway warning system would probably be a good idea (I can't say for sure,
> I stopped carrying a CB in the car years ago) but I doubt that such a system
> would be do-able. The next time you go to the mall, look in all the cars in
> the parking lot and see how many of them still have CBs. Damn few I would
> imagine. Those little antennae on the back window don't cover channel 19!!
>
> bill KB3YV

I can absolutely positively guarantee you that every high-mileage driver in San Joaquin County, California, who drives in the pea-soup tule fog in the winter in the Central Valley will run right out and buy a CB rig the moment such a channel is designated.

Well, maybe 99%.

98%?

At least I will, and everybody I talk to.

--Mike

Path: XXXXX!XXXXX!XXXXX.com!decwrl!apple!usc!cs.utexas.edu!mailrus!iuvax!news!cartan!ndmat
n!nstar!w8grt!jim.grubs
From: jim.grubs@w8grt.fidonet.org (Jim Grubs)
Newsgroups: rec.ham-radio
Subject: Re: CB Channel 9 is for emergency traffic!
Message-ID: <286.268BBA4B@w8grt.fidonet.org>
Date: 29 Jun 90 20:19:12 GMT
Organization: QRV de W8GRT, Sylvania, OH
Lines: 35

In Message-ID: <6215@helios.TAMU.EDU> Bill Gunshannon sez:
> Well, I guess you didn't RTFM either. As it stands right now there is
> no way
> anyone using a CB radio is doing so legally and in accordance with PART
> 95.
>
> You see there is this little piece in there about identifying with your
> FCC
> assigned call-signs and being as the FCC doesn't assign them and enough
> time
> has elapsed that all previous licenses have expired, how do you propose
> to
> comply??

It was my understanding that the FCC sidestepped that issue by issuing a "group license" to all citizens and residents of the USA. If they cared at all about callsigns, they might have specified "tactical callsigns selected by users" or some such gimmick.

Exhibit D, p.51

This is a different age, B. In "our day" people felt the need for the structuring and order provided by licensing and testing - rt and regs and proper procedures and all that good stuff. Today's young people especially feel comfortable in a world of semi-organized chaos.

In other words, we were born in a "Why?" world. Today's society is a "Why not?" world. I'm not saying that's better. It's just the way it is.

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|\\\\|
| | Jim Grubs, W8GRT - aka FidoNet node 1:234/1
| (o) (o) UUCP: {ncar!asuvax!stjhmc!,iuvax!ndmath!nctar}!w8grt!jim.grubs
| ) INTERNET: jim.grubs@w8grt.fidonet.org
| , _ |
| / "I wanna go to the ham radi National Park
/ _ of the Mind and ride the NOS!"
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Exhibit D, p.52

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BEFORE THE
FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554

In re:)
)
)
Petition of Michael J. Barkley) No: _____
for Rulemaking)
)
)
)

Petition of Michael J. Barkley to amend Part 95 of the
Commission's rules and regulations concerning designation
of one existing Citizens' Band Radio channel as a "traffic
advisory" only channel:

PETITION FOR RULE MAKING FILED

1. Notice is hereby given of proposed rule making to amend
Section 95.407 of the Commission's rules and regulations
concerning designation of one existing Citizens' Band Radio
channel as a "traffic advisory" only channel.

2. Authority for the adoption of the proposed changes is
contained in Sections 4(i) and (j) and 303(r) of the
Communications Act of 1934, as amended, 47 USC Sections 4(i),
4(j), 303(r).

3. Pursuant to applicable procedures set out in Section
1.415 of the Commission's rules and regulations, interested
parties may file comments on or before _____, 19____,

1 and reply comments on or before _____, 19____. All
2 relevant and timely comments and reply comments will be considered
3 by the Commission before the final action is taken in this
4 proceeding. In reaching its decision, the Commission may also
5 take into account other relevant information before it.

6 4. In accordance with the provisions of Section 1.419 of
7 the Rules, an original and _____ copies of all written comments,
8 files, pleadings, briefs, and other documents shall be furnished
9 the Commission. These documents will be available for public
10 inspection during regular business hours in the Commission's
11 Public Reference Room at its headquarters, _____,
12 Washington, D.C.

13 Dated _____, 19 ____.

14 Federal Communications Commission,
15 _____
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